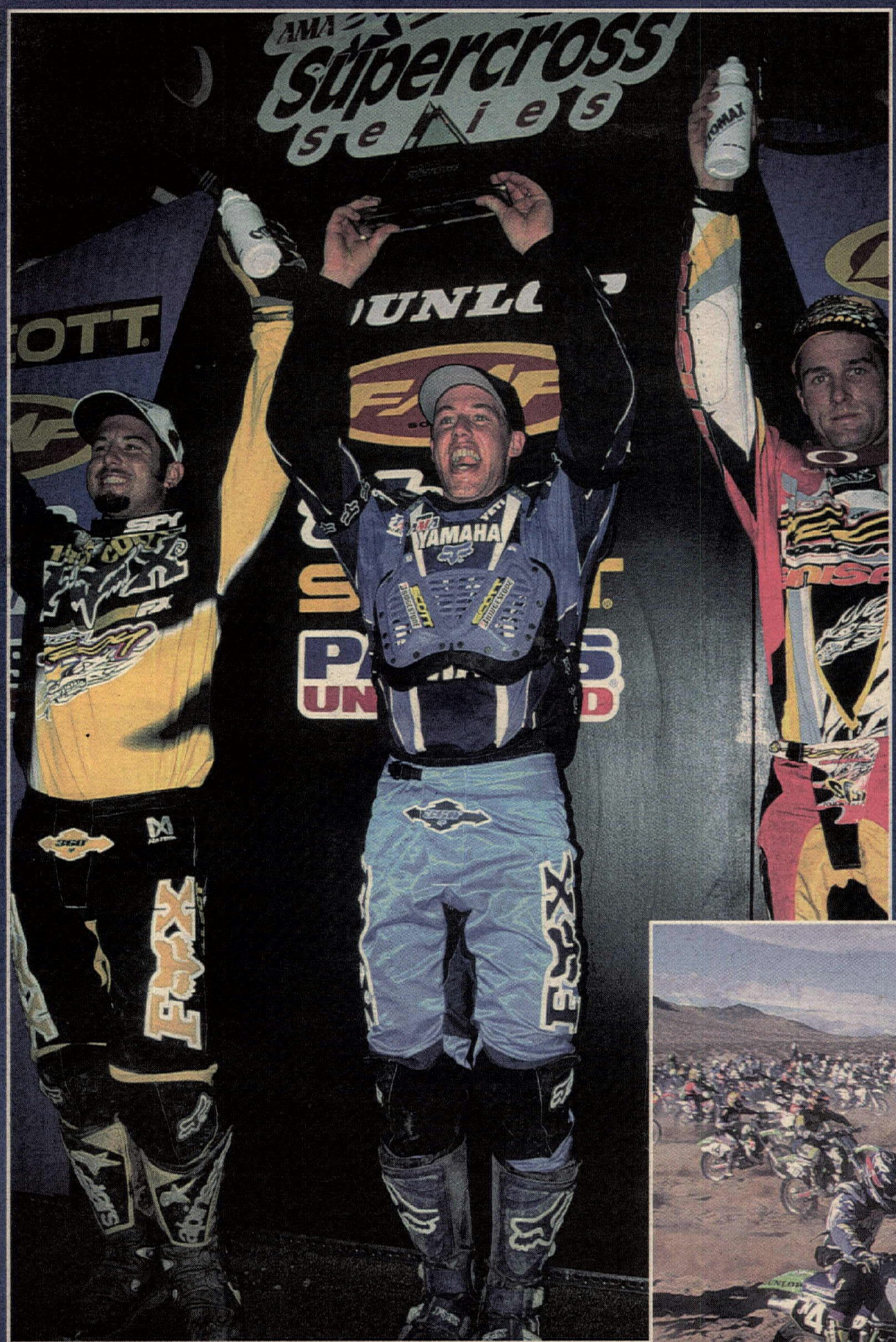
# CYCLE NEWS®

America's weekly motorcycle newspaper | February 12, 1997: Number 6 | (outside the U.S. $3.25) $2.50


## SEATTLE SUPERCROSS

# Oh, Henry!

## HARE & HOUND SERIES OPENER

# Davis wins in Lucerne

- IRTA test from Australia
- World Superbike test from Indonesia
- Kyle Lewis interview

**Jimmy Gaddis** (Kaw) won the 125cc class in the first night of racing at the AMA/PJ1 National Arenacross Series held in Winston-Salem, North Carolina, on January 31 through February 1. **Cliff Palmer** (Suz) finished second and **Denny Stephenson** (Hon) was third. Palmer won the 250cc class, while **Buddy Antunez** (Hon) and Stephenson finished second and third, respectively. During the second night of racing, **Jeromy Buehl** (Yam) topped **Chad Pederson** (Yam) and Palmer in the 125cc class, while **Jim Neese** (Suz) topped Pederson and Antunez in the 250cc class. Palmer has regained the series points lead from Antunez, 621-614.

**Ty Davis** (Kaw) dominated by winning five out of six classes in the 17th annual Desert Vipers MC Adelanto Grand Prix in Adelanto, California, on February 2-3, an event which drew some 2000 entrants. **Greg Zitterkopf** (KTM) won the Unclassified race, but Davis proceeded to win the rest of the classes he entered, including the 125cc, 250cc, Open, Four-Stroke, and Pro races.

In other news from the Adelanto GP, Team Honda rider **Johnny Campbell** crashed at nearly 75 mph on his XR628 and suffered a broken lower right leg. Campbell and his bike wound up nearly 150 feet from the start of the crash, with both narrowly avoiding a parked motorhome. Campbell will be out of action for about four to six weeks.

**Mike Lafferty** (KTM) won the opening round of the AMA National Reliability Enduro Series at Loretta Lynn's in Hurricane Mills, Tennessee, on February 2. Lafferty topped **Doug Blackwell** (Yam) and **Fred Hoess** (Suz) with **Chris Smith** (Hon) and **Scott Plessinger** (KTM) rounding out the top five in the unofficial results.

**Bob Moore** (Yam) won the 125cc Pro class at round three of the GFI Winter Series South held at Perris Raceway in Perris, California, on February 2. **Jiri Dostal** (Suz) finished second and **Ty Kady** (Suz) was third. **James Dobb** (Suz) won the 250cc Pro class followed by **Tim Ferry** (Suz) and German 250cc Grand Prix contender **Pit Beirer** (Hon).

Tennessee State Senator **Carl Koella** was arraigned on Tuesday, January 28, in Blount County General Sessions Court for the hit-and-run death of motorcyclist Terry Barnard, according to the AMA. Motorcyclists across the country have been following the Koella case with interest after the facts of the accident and allegations of police impropriety were made public late last fall. According to witnesses, the accident was caused by the driver of a minivan that made a left turn across the southbound lane of U.S. Route 321 in Blount County, south of Knoxville. When the van started its turn, they said, Barnard's motorcycle was 30 to 40 feet from it and traveling approximately 45 mph in a 50 mph zone. Police reports indicate that Barnard struck the side of the van and caromed off it into a car that was stopped behind the van. The minivan driver stopped to briefly inspect his vehicle after the collision, but then got back into the vehicle and drove away. Despite eyewitnesses at the crash scene who identified the senator as the driver of the minivan, local authorities waited almost four hours before questioning Koella about his involvement in the accident. Koella was subsequently charged with leaving the scene of a fatal accident, which is a misdemeanor. In Tuesday's hearing, special prosecutor Gus Radford sought to amend the complaint and upgrade the charge to a felony. In addition to the criminal charges that Koella faces, Barnard's family has also filed a $15 million wrongful death lawsuit against Koella in federal court.

Former Suzuki World Superbike rider **Kirk McCarthy** has turned down an offer to ride for the Australian Ducati Superbike team in the Australian Superbike Series and will instead test and race a secret Australian Superbike project bike that has been on the drawing board for 18 months, reports *Cycle News* correspondent Darryl Flack. The V-twin-engined bike has been developed by Hallam Boyz, a pair of Victorian brothers who run a successful engineering and machining business that works for Australia's leading superbike teams. Details about the project are extremely sketchy, but McCarthy has confirmed that he has signed a long-term contract as racer and development rider. He added that he has rejected offers in both World Superbike and Grand Prix racing and said that this project has "huge potential." It is understood that the all-new Hallam engine and chassis will be ready to race in the 1997 Australian Superbike Sprint Series, with plans to enter the 1998 World Superbike Series, pending homologation.

**On Trac Events** will host two arenacross races for Pro and Amateur racers at the Arco Arena in Sacramento, California, on February 28 and March 1-2, and at the Portland Memorial Coliseum in Portland, Oregon, April 18-20. Both events will feature a $10,000 Pro purse. For more information, call 702/267-4392.

Bob and Velma Bagwell have announced that they are retiring from the motorcycle race promotions business, but that **Scotty Adams Racing** will take over the pre-Daytona half mile at Devil's Bowl in Mesquite, Texas, on February 23. For more information, call 405/789-6045.

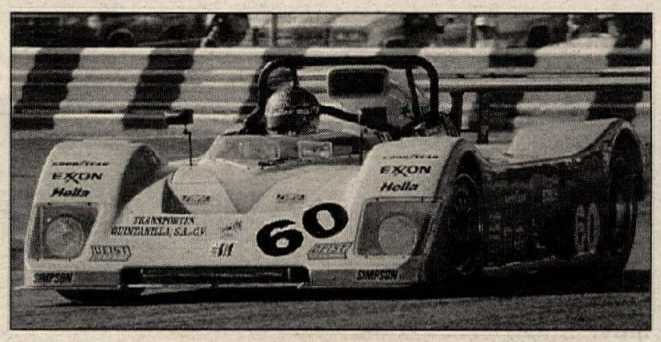
Australian Supersport racer **Jason Love** will join Craig Connell in the Ducati Dealer team for the 1997 Australian Superbike Championship, reports *Cycle News* contributor Darryl Flack.

The **Donnie Hansen Motocross Academy** will hold a school at Hollister Hills in Northern California on February 14. The one-day school will be held prior to the CMC Golden State race, which will be held the following day. For more information, call 719/495-2624.

**Moto-Liberty** has announced its contingency program for the WERA National Challenge Series' 125cc Grand Prix class. Racers who have purchased a 1996 Honda RS125 from Moto-Liberty will be eligible for cash awards with a total of $810 being paid out to the top five riders in the class. For more information, call 972-466-0065.

Moto-Liberty will also sponsor a **Superteen Award** in each round of the WERA National Challenge Series. The Moto-Liberty Superteen Trophy will be presented to a different promising rider aged 16 to 19 at each of the 10 rounds in 1997. There will also be a Superteen of the Year presented at the WERA Grand National Final. WERA has also announced that there will again be a one-hour 125cc GP endurance race at the GNF.

# Ward's Daytona return




Jeff Ward returned to Daytona International Speedway from January 30 to February 2 to tackle the Speedway's famous circuit once again. Only this time the racing didn't take place on the one-mile serpentine, strength-sapping Daytona Supercross By Honda track, the site of some noted success by the native of Mission Viejo, California.

Ward, who carded four second-place finishes in the Daytona Supercross, became the first top-level AMA Supercross Series competitor to return to Daytona and challenge the 3.56-mile road racing course. His return came as part of a four-driver team to contest the Rolex 24 at Daytona in a Kopf Precision Race Products Ford-powered World Sports Car. Ward and his co-drivers ended up finishing 52nd in the 80-car field, completing 348 laps despite transmission problems.

"We had a problem with the transmission and gearing," Ward said while waiting for his team to finish repairs. "We'll fix it and get back out there until we can't race it anymore."

Ward's thoughts about his ride, after his initial practice session, could just as well have been about his supercross bike.

"It a nice car," he said. "It's predictable. We need more gearing and more top speed, then we'll be okay. These cars seem like a lot of fun. In the race, because it's so long, you want to get into a good pace out there, be comfortable and get a rhythm going."

For Ward, returning to Daytona to tackle the road race course has been a dream. The former Team Kawasaki racer has been building his auto-racing resume since 1993. He was called into action for the January 19 running of the Indy Racing League opener, the Walt Disney World 200 as a replacement for the injured Davy Jones in the Galles Racing entry. With Jones' return a long way off, Ward is currently working on a ride with Galles Racing for the rest of the IRL season.

"I always wanted to get on the road course when we were here at Daytona racing the supercross," Ward said. "I wanted to see what it was like to go around the track like the road racers did. It's kind of a neat feeling. Actually, the atmosphere for the race (Rolex 24) is somewhat like the supercross with lots of activity, lots of people and things happening all the time."

The 1992 supercross/motocross season was Ward's last. After two AMA Supercross Series titles and five series crowns in National Championship MX action, Ward traded his Kawasaki riding gear for a driving suit in the Indy Lights Series.

"I still follow the sport because I have a lot of friends in it, but I don't miss it," Ward said. "I still want to see Kawasaki do well. I went to both LA Supercross rounds and, from what I saw, I think it's going to be an interesting year, probably one of the best years since Jeremy (McGrath) came into it.

"Jeremy's move is probably good for him in the long term if he wants to run his own team. In the short term - money-wise and winning - I don't think it's too good. It's going to take a while because he's not at the beginning of his career. He's close to the end and that makes it even more tough.

"Nobody wants to admit that their career is coming to an end. I never did. But it does make it tougher - the year-to-year grind - as you get older. One plus for me was that I never raced anything but Kawasaki. I didn't change bikes. I was fortunate I didn't have to go through the dilemma of new bike, new team, new mechanic every few years."

The way Ward sees it, the change for McGrath has added pressure to the all-time supercross event winner and upset his training. It could cause some problems for the four-time AMA Supercross Series Champion.

"It's going to be very tough on Jeremy," Ward said. "It's a big confidence builder for the other riders now that Jeremy has switched bikes. You've got three winners in the first three rounds and that hasn't happened in quite a few years. Now the riders who used to really race for second once the starting gate dropped see McGrath can be beaten. It's given them back a bit of the mental edge."

The 27th Daytona Supercross By Honda takes place on Saturday, March 8. Ward, a 20-time winner in the series, hopes to be in the pits with the Kawasaki crew if his schedule permits.

"I feel I missed something in not winning the Daytona Supercross, but it wasn't really my type of track," he said. "I would have loved to have won Daytona. It's the biggest race in our series. Sandy tracks were never my style and I struggled here. To get second felt like winning to me. I probably never won at Daytona because I came here looking more at the overall series picture than at winning this one race."

Ward's prediction for this year's race winner?

"I want to see a Kawasaki rider take the victory."

**Courtesy of Daytona International Speedway**

Hi-Torque Publishing's **Scott Wallenberg** has put together another ice hockey tournament which will be played at the All-Seasons Ice Arena in Crescent Springs, Kentucky, on February 16 - just 10 minutes from the Cincinnati Motorcycle Show. AMA 250cc National Champion **Jeff Emig** has signed up to play, according to Wallenberg. There are still a few spots open for wanna-be players. For more information, call 805/295-5765.

Two Four Sports has inked a deal with Dorna/Two Wheel Promotions to host the **British Motorcycle Grand Prix** at Donington Park for the next three years. This year's event will take place on August 15-17. In addition, Two Four Sports has also signed a contract that

will see the FIM World Superbike Championship round held at Donington Park for the next three years. The 1997 British round of the World Superbike Series will be held at Donington Park on May 2-4. Two Four Sports recently acquired a 25-year lease for Donington Park.

Yamaha has made it official that Wayne Rainey's 500cc Grand Prix team will be titled **Yamaha Team Rainey**, and that its long association with Marlboro has ended. "Of course it is sad that our long associations with Kenny Roberts and Marlboro are over, but there is a very optimistic feeling in the company as we move into a new era with two very promising teams," said Toshimitsu Iio, Yamaha's head of Motorsport Engineering. "In Yamaha Team Rainey, our efforts will be concentrated on Norifumi Abe, who we hope will benefit from working with Wayne. We are also happy that Wayne has secured the services of Sete Gibernau for his debut in GP 500. Having two riders is important to the progress of the team. We're also delighted to be working in conjunction with the Yamaha Promotor Racing Team and their very talented lineup. They are an exciting new addition to the Grand Prix paddock and should contribute much to the development of the bike." Luca Cadalora and Troy Corser will ride the Promotor Yamahas in the 500cc World Championship.

Longtime supercross announcer **Larry Naston** has informed us that he will continue to do AMA Supercross Series events in 1997. "I have an agreement with PACE Motorsports to announce LA, Houston and Las Vegas," Naston said. "I have been given an opportunity to announce for NASCAR on MRN radio. MRN radio is owned by NASCAR and broadcasts NASCAR Winston Cup, NASCAR Craftsman Truck and Busch Grand National races to over 300 radio stations across the country. Supercross and the people involved with AMA racing have been my life for the past nine years and I did miss not being at all the supercross races. The NASCAR schedule is 26 weeks long, combine that with supercross and it adds up to 41 weekends from home. I have a wife and two children, and another on the way, so I need to be home more."

The AMA has released the schedule for the **Florida Flat Track Series**. In addition to the advertised purse paid at each race, the promoters of the events, the Florida Harley-Davidson Dealers Association, KK Motorcycle Supply and Dirt Shirts, will be posting a $10,000 bonus award. The points-paying class at all rounds is 750cc Expert, except those held at Daytona Municipal Stadium, where it is 600cc Expert. The schedule is as follows: February 28 - Savannah, Georgia; March 1 - St. Augustine, Florida; March 2 - Barberville, Florida (doubleheader: asphalt, 2 p.m., dirt, 7 p.m.); March 3 - Barberville, Florida; March 4 - Tampa, Florida; March 6 - St. Augustine, Florida; March 7 - Daytona Beach, Florida; March 8 - Daytona Beach, Florida (opening round of the Grand National Championship series).

Road racer **Kurt Liebmann**, 54, already charged with endangering the welfare of minors in Passaic County in New Jersey, was arrested again on Monday, January 27, at his motorcycle shop - AMOL Precision Machine and Motorcycle Shop in Dumont, New Jersey - on charges of sexually assaulting a teen-age girl and taking nude photos of her, according to the Bergen Record, a newspaper in New Jersey. Liebmann was released on $50,000 bail. The nude photographs of a 15-year-old girl were confiscated from Liebmann's home on January 27. Police learned of the alleged sexual assaults on Sunday, January 26, when the victim's parents filed a formal complaint with Bergenfield police. Liebmann's attorney, Robert Gallantucci, denied that his client sexually assaulted the girl, according to the Bergen Record. "There's going to have to be a serious analysis of what the state thinks it has," Gallantucci said. "I think we're going to find that (the photographs are) protected by the First Amendment." The arrest comes just over a week after Liebmann was arrested for allegedly videotaping women as they tried on dresses at a department store. The video tape confiscated at the time also carried images of nude children, according to police reports.

New Zealander **Andrew Stroud** has entered the AHRMA Battle of the Twins Open and Sound of Thunder races at Daytona International Speedway and will race the Venator Racing Britten V-1000. Stroud and the Britten will race at the Speedway on March 3-4.

The deadline for entering the **AHRMA Skorpion Cup Series** event on Monday, March 3, at Daytona International Speedway has been extended to February 15, due to the lateness of the initial announcement of the new series. Sponsored by American Jawa Ltd., the event is open to MuZ Skorpions with cash contingencies going to the top five finishers. For more information, call 715/842-9699.

According to **Ronnie Smith**, he will no longer be distributing Wulfsport off-road apparel. The Wulfsport importing duties will now be handled by Beaver Creek Cycle in Lisbon, Ohio. For more information, call Beaver Creek at 330/386-7353. Smith's Oxford, Alabama, dealership will continue to import and distribute Maico motorcycles in the United States.

Kayo Corporation has announced that it will add an Industry Bonus Awards program for AMA Grand National dirt track racers to its 1997 contingency postings for **EK Chain**. The new program, which has designated EK Chain as the official chain of AMA Pro Racing, will now offer postings in excess of $123,000 for competitors using EK Chain in AMA National MX, Grand National Championship Dirt Track, Supercross and Superbike Series racing.

According to the AMA, the **AMA Supercross Series** will again be a leader in motorcycle television broadcasting, receiving a total of 60 hours of broadcast time on ESPN2 in 1997. The next broadcast will feature the Seattle Supercross on February 7 at 9 p.m. Eastern. The Indianapolis Supercross is scheduled to air on February 21 at 7:30 p.m. Eastern time.

**Pirelli Motorcycle Tire Company** has been named the title sponsor for the **1997 AMA Formula Xtreme Series**. The company will underwrite a $10,000 championship bonus fund, to be distributed to the top competitors in the year-end championship point standings. "Pirelli decided it wanted to take another step forward in racing promotions, and we wanted to take that step with the AMA," said Greg Blackwell, president of Pirelli Motorcycle Tire. "Our involvement with Formula Xtreme is a great way to promote Pirelli's overall involvement in AMA Pro Racing, through the slicks we run in superbike and Formula Xtreme to the MRTO 1 and MRTO 2 Dragon line of DOT tires used by other Supersport racers."

The **North Mississippi Motocross Association** has announced its first-ever arenacross event. The two-day race program will pay a $4000 purse and will be held at the Lee County Agri-Center in Tupelo, Mississippi on March 14-15. For more information, call 601/844-8648.

**The Cal-Zona Winter Vintage MX Series** final will be held at Thrasherland Raceway in Glendale, Arizona, on February 9 and not at Speedworld Motorplex as previously listed. For more information, call 602/966-0261.

The inaugural **Lizard Rock Ride** will start at noon on February 8 in Old Town Scottsdale, Arizona, officially kicking off the **Cruise America Arizona Bike Week** - a week of daily motorcycle events throughout the state of Arizona. The ride will take participants from Old Town Scottsdale to Cave Creek, Arizona. The week wraps up with the Cruise America Arizona Superbike Challenge, the first round of the AMA Superbike National Championship, on February 14-16 at Phoenix International Raceway.

**Off-road vehicle users** are meeting to protest the closure of 24 forests in Massachusetts on March 9 at 11 a.m. at the Capeway Rover's Motocross track in Middleboro. The Pilgrim Sands Trail Riders will lead a legal drive through Miles Standish State Forest in Plymouth. For more information, call 508/947-4450.

**Edgar Torrenteras**, the 16-year-old Spanish freestyle star who was featured in halftime exhibitions at the first two rounds of the AMA Supercross Series at the Los Angeles Coliseum and also qualified for the 125cc main in the second round, suffered a broken femur and tibia in his left leg in a practice crash near his home in Barcelona, Spain, on January 31. Torrenteras - known as E.T. - had reached an agreement with PACE Motorsports to jump and also race at the Indianapolis and Atlanta rounds, and also with Fox apparel to appear in videos. Torrenteras hopes to be fit enough to ride in the Houston and Orlando rounds of the series.

**Metzeler** has signed on to become the title sponsor of the WERA National Challenge 600cc Production and 750cc Superbike classes. In addition to Metzeler's contingency program, there will be a $200 championship bonus paid to the champion of each class.

**OPENED:** Steve Biganski's RCS - Racing Crankshaft Service, a division of Extreme Lean Motorsports. Biganski will specialize in roller-bearing crankshaft rebuilding for Yamaha TZ, YZ, RZ, RD and DT motorcycles as well as Suzuki RMs, Kawasaki KXs, Honda CRs and most streetbike roller-bearing crankshafts. For more information, call 310/214-2812.

**CORRECTION:** Don Emde's name was inadvertently left out of our list of BMW Legends who will be competing at Daytona International Speedway in March. Emde won the Daytona 200 in 1972 on a Yamaha TR-3 and he'll celebrate the 25th anniversary of his win by riding the TR-3 around the Speedway.

**HIRED:** Tom Hicks as general manager of Race Tech. Hicks formerly worked for Triumph Motorcycles and American Honda.

**CORRECTION:** The AMA National Hare Scrambles Series event in Wilseyville, California, will be held on February 23 - and not February 28 as reported earlier. Wilseyville is located east of Sacramento. For more information, call 510/828-4718.

**RETIRED:** Western Track Services' Tim Smith, one of Michelin's track service men since 1985. Western Track Services has hired Jim Williams. For more information, call 707/542-9544.

**OPENED:** Motorcycle Memories' home page on the World Wide Web. The site can be found at the following address: http://www.motorcyclememe.com.

**AUTOGRAPH SIGNING:** At the Hollister Hills SVRA GP track on February 8 in Northern California. Team Green's Ty Davis, Paul Krause, Aaron Sykes and Jeff Geiskopf are scheduled to appear. For more information, call 707/645-9160.

**HIRED:** Suspension man Jake Thompson, by Noleen Racing. Thompson has announced that he has dissolved his business, Suspension by Jake. For more information, call 619/246-5000.

**CORRECTION:** Road racer Jason Fraser earned the OMRRA number-one plate in 1995, not 1996 as we reported in an earlier issue. The 1996 number-one plate holder is Shawn Roberti, who recently announced his retirement from the sport.

**AUTOGRAPH SIGNING:** At Bloomington Power Sports in Bloomington, Indiana, on February 13 from 6:30 to 7:30 p.m. Team Suzuki's MX squad is expected to appear. For more information, call 812/339-0199. CN

# AMA Superbike Series gets a sponsor

MBNA America Bank, the nation's leader in credit card sports marketing, has been named title sponsor of the 1997 AMA Superbike Series, according to the AMA. The company has posted $125,000 in cash awards for competitors and will offer superbike-themed credit cards for fans.

The MBNA Superbike Series will see racers vying for $100,000. Of that amount, $30,000 will be divided among the series leaders after the Laguna Seca (round three) and Brainerd (round six) rounds. MBNA will then award the final $40,000 after the Las Vegas series finale.

In addition, the top three riders in each round will share a $2500 event bonus from MBNA.

Formed in 1982, MBNA America Bank N.A. is based in Wilmington, Delaware, with regional marketing and telephone sales centers in Maine, Georgia, Ohio, Texas, Florida, Pennsylvania, Maryland and the United Kingdom. The principal subsidiary of MBNA Corporation, MBNA America Bank is the world's largest issuer of Gold MasterCard credit cards, and the world's second-largest lender through bank credit cards.

The AMA has also announced that Interstate Battery System of America will be backing the AMA/MBNA Superbike Series with a $1000 bonus going to the pole winner at each of the 10 superbike events.

# CYCLE NEWS

America's weekly motorcycle newspaper

**Volume XXXIV**

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Periodicals Postage Paid at Long Beach, CA and at additional mailing office. Canada Post International Publications Mail #546615.

**POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.**

**To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.**

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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**Printed in U.S.A.**



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# VOICES
## LETTERS TO THE EDITOR

### Mann is the man

Regarding Hank Scott's letter (Voices, Issue #3, January 22), this subject is a bit like trying to determine who was the best heavyweight fighter of all time. I have been a connoisseur of dirt track racing since 1952, the days of Billy Huber, Bill Miller, Eddie Fisher, Paul Goldsmith, Jimmy Philips, Johnny Gibson, Al Gunter, Sammy Tanner, Jimmy Chann, Leon Applegate, George Heck, Tommy McDermott, Tommy Morrison, Walter Smith and I'm sure many others that I've left out.

I think I would have to choose Dick Mann as the best. Bugs could do justice to all forms of racing. He was a miler, a half miler, a short tracker, a scrambles rider, a road racer (having won the Daytona 200) and a TT specialist. Dick won the Grand National Championship competing on seven different brands. As far as I know, Dick did almost all of his own mechanical work and on the miles and half miles he rode a 500cc machine against the Harleys.

I remember one instance in York, Pennsylvania. I was strolling through the pits when I stopped to chat with Dick. I asked him what motorcycle he was going to ride, noticing that he had two in his pit area. He pointed to the one he had just finished practicing on. At that moment, I noticed a crack in the frame of that particular motorcycle. I said, "You're going to ride the one with the cracked frame?" I pointed to the place on the frame where it was cracked and as I was walking away he started welding. The point is that Dick didn't have a factory mechanic at his beckoning - he did his own work and he did it well.

So for my choice, I vote for Dick Mann as the best all-around rider and mechanic. I think it would be interesting to see how others feel about this subject.

**Larry Mohler**
**Fairfax, VA**

### It has to be the King

Hank Scott makes a good point about Ricky Graham being the best. The one thing he didn't mention - and I've never heard anyone mention it - is how many Nationals Kenny Roberts could have won if he had been riding a Harley.

I don't think Kenny's Yamahas were as competitive as the Harleys on the dirt tracks in those days. We also have to remember that Kenny left to go road racing when he could have stayed and continued to ride the dirt track Nationals.

**John Burton**
**Stow, OH**

### Where's Homestead?

I can't believe that it has happened again. The AMA has let another track slip from its hands again. After going to the trouble of having a Superbike National in Homestead, Florida, last year, having good results, positive feedback from all involved, it's gone.

And again it has come down to money and politics. In the end the people who suffer are always the racers. Great job, AMA, keep up the good work.

**Michael Lehning**
**Stuart, FL**

*According to the AMA, promoter Ralph Sanchez opted not to have an AMA race in 1997. "He didn't feel the event was big enough for them to proceed with," AMA communications manager Larry Lawrence said. "I think they were looking for a lot more sponsorship."*

### Jeremy and Bobby

With Jeremy McGrath moving away from Honda, I hope he doesn't become the Bobby Rahal of motocross.

**Kevin Park**
**North Hollywood, CA**

### Nathan rules

I have been following the career of 125cc rider Nathan Ramsey for two years and am upset by the lack of credit the supercross media (*Cycle News*, Art Eckman and David Bailey of ESPN2, etc.) gives Nathan as a rider. Over the past two years, he has ridden consistently and continues to move up in the 125cc class - yet the supercross media will not give credit where credit is due.

Last year, Nathan had numerous top-five finishes, two podiums and ended the season third in the 125cc East Coast point standings as a true privateer. Still, he gets no credit.

As the 1997 season began, Nathan received a factory ride from Suzuki (putting a true privateer on a factory team). He has finished in the top 10 and has been on the podium, placing him tied for fourth in the West Coast 125cc standings after Phoenix - and he still gets no credit.

Nathan Ramsey is not approaching the top on a fluke and the supercross media should realize this. I am writing this to point out that every rider has his fans. Just because a rider is not number one doesn't mean there aren't fans who want to see him or hear about him getting the credit he has worked so hard for and deserves.

**Terri Evon**
**Chattanooga, TN**

### Superbikes a go-go

What a great story on Scott Parker (Issue #50, January 1). I have traveled thousands of miles going to dirt track races and I saw Parker win his first-ever mile. Congratulations on a great career, Scott.

Now let's talk about the next 20 years. Can Class C dirt track racing survive with 1973 Harley-Davidsons racing 1973 Harley-Davidsons? In your great weekly, you write about superbikes, World Superbikes, 600s and Grand Prix bikes and their tire tests, etc. With Class C dirt track, you write about teams getting disqualified for using front tire compounds on the back of their bikes. Why is tire choice up to the AMA and not the teams themselves?

You also write about different brands updating engines, frames, and the new models for the upcoming season. Not in Class C racing. There are no new engines, no new models, no new tires. The only news is when one more Honda team decides to use Harleys. What other form of racing has allowed one-brand racing? Why have all the other brands left Class C dirt rack racing? What will bring them back? Do Harley and the AMA want them back?

Keep writing about Class C racing so I can keep up with Scott Parker's wins and records. I am going to spend my time and money going to superbike races where you can still see five or more brands racing together.

**Mel Joos**
**Washington, IL**

**Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 562/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.**

## INSIDE
*Issue #6 February 12, 1997*

### FEATURES


**SUPERCROSS**
Round 4 - AMA Supercross from Seattle, Washington ..... 6

**HARE & HOUND**
Round 1 - Desert MC National Hare & Hound from Lucerne Valley, California ..... 10

**INTERVIEW**
Suzuki of Japan's Kyle Lewis ..... 14

**ROAD RACE**
IRTA GP Test from Phillip Island, Australia ..... 16

World Superbike Test from Sentul, Indonesia ..... 18

**ARENACROSS**
AMA/PJ1 Arenacross from Niagara Falls, New York ..... 20

**MOTOCROSS**
Round 5 - Florida Winter AMA Motocross Series ..... 22

**ICE RACE**
37th Annual Flint MC Big Brothers and Sisters of Greater Flint Ice Race ..... 24


### DEPARTMENTS


**EVENTS** ..... 26
**CALENDAR** ..... 32
**RESULTS** ..... 38
**NEW PRODUCTS** ..... 38
**WANT ADS** ..... 39
**A VIEW FROM THE FENCE** ..... 55
**LOOKING BACK** ..... 55

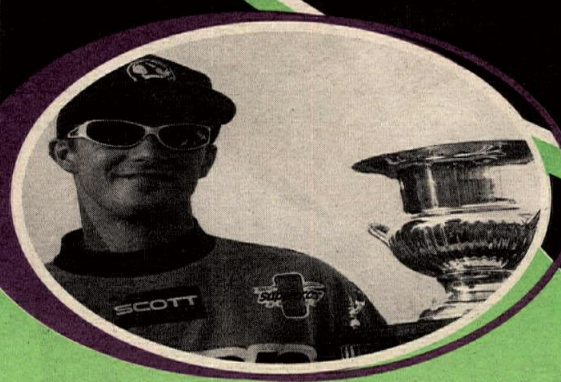
### ON THE FRONT COVER

Yamaha's Doug Henry stole the show at the Seattle Supercross by scoring his second win of the season. Photo by Kit Palmer. (Bottom) Ty Davis (4) scored the National H&H Series opener win at Lucerne Valley. Photo by Kinney Jones.

Kawasaki
MOTORSPORTS

# Jeffro turns up the heat in Phoenix a little early this year.

Round 3
AMA Supercross Series
Sun Devil Stadium
Tempe, AZ



*"I just kept my cool, rode really relaxed and didn't worry too much about what was going on behind me"*
–Jeff Emig
Team Kawasaki rider

***Normally, Phoenix doesn't get really hot until June or so. But at Round 3, Jeff Emig and his KX250 decided to crank up the temperature a few months early. First, Jeff won his heat race going away. Then, in the Main, he grabbed the holeshot. Twenty punishing laps later, he took the checkered flag, with teammate Ryan Hughes grabbing third after battling his way back from a first turn pileup. Two podium finishes at Sun Devil. Looks like green goes quite nicely with Arizona red rock.***

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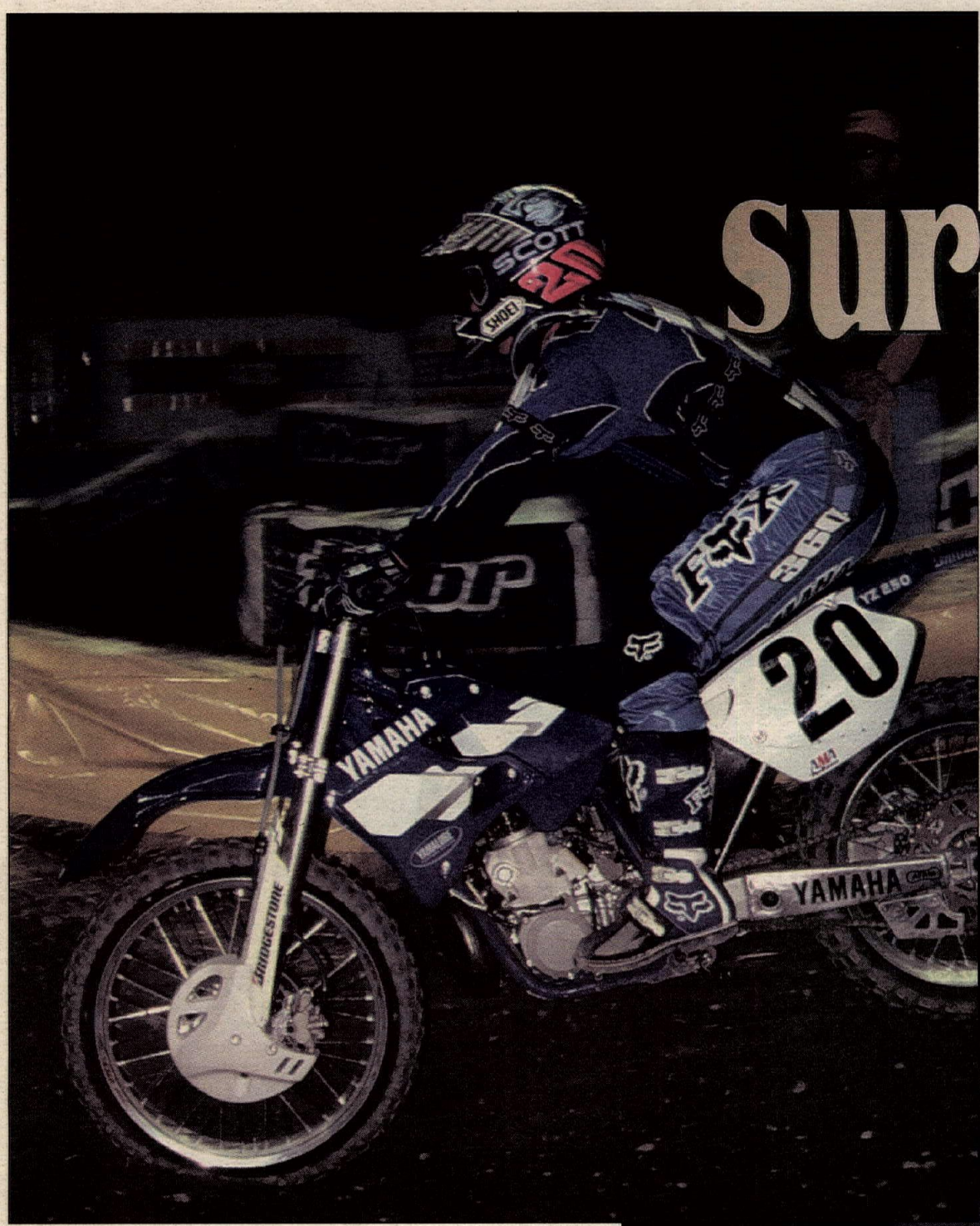
# Still surprised?




By Davey Coombs
Photos by Kit Palmer

"You say you're surprised? I'm kind of surprised, too!" said a happy Doug Henry after his second win in three weekends. "I never start off seasons this well, so I'm just as surprised as everyone else."

Team Yamaha's Henry continued his amazing comeback from a devastating back injury with the 250cc main-event win in the Seattle Kingdome. Seattle marked the third time in four races that Henry has made it to the podium in the AMA Supercross Series. Only Nac Nac Enterprises' Jeremy McGrath has matched that feat this season, as he is seeking his fifth straight series title aboard a factory-prepped Suzuki. McGrath continued to show improvement on the new ride, finishing a close second after starting out fifth in the main event.

"I feel like I rode well and kept a pretty consistent race once everything got going," McGrath said. "I made a few mistakes, but my fitness level is up and it's coming together. I felt like I was coming on and might even catch Doug until I made a mistake in the whoops and lost it for a second there. Slowly but surely, it's coming around."

Finishing a popular third was local hero Larry Ward of the Honda of Troy team. "Big Bird" was slightly disappointed with third place, even though he still holds second in the series standings.

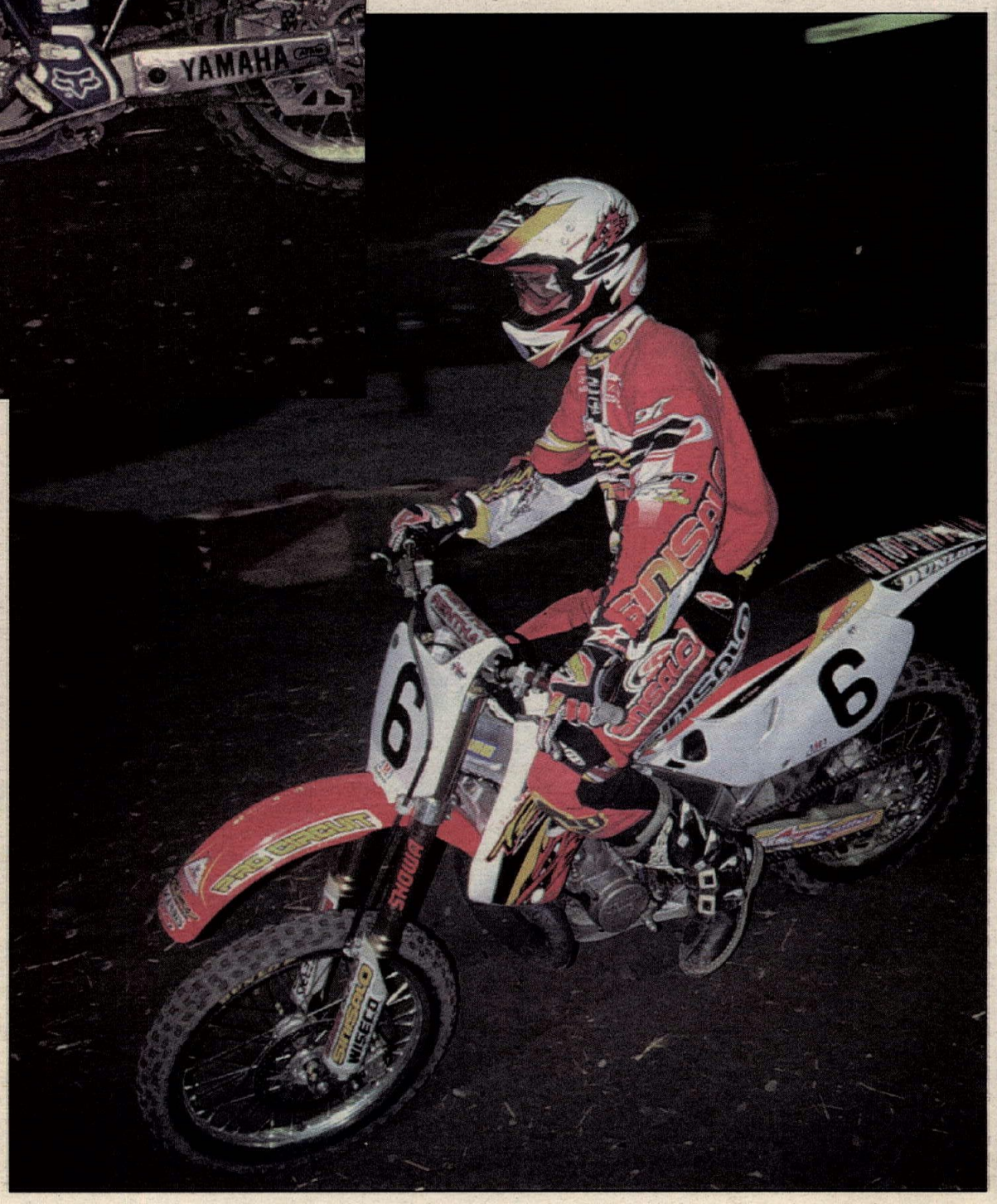
"This is by far the toughest and most demanding track that we've had all year and I just didn't ride smart," Ward said. "When I got into the lead, I kept telling myself to ride smooth and smart and just find all the right lines. But I just couldn't get smoothed out and cut down on the mistakes, but I kept making them. You can't win races when you make that many mistakes. But I still finished third, I've been in the top five every week, so I'm happy with the season so far."

Rounding out the top five with a very quiet night were Kawasaki's Jeff Emig and Suzuki-mounted Mike LaRocco, who came from outside the top 10.

Sixth place marked a season high for Honda of Troy's rejuvenated Mike Kiedrowski. He was back in 11th on the second lap, but steadily climbed to sixth by the end of the race. Early leader Ezra Lusk was seventh after a big crash, followed by the Suzukis of Greg Albertyn and Kyle Lewis, and Yamaha-mounted John Dowd.

If Seattle's 250cc main seemed like a free-for-all, it was nothing

**(Left) Team Yamaha's Doug Henry is proving to be the fastest and most consistent rider of the young SX series. At Seattle, Henry recorded his second win of the series.**
**(Below) Honda of Troy's Larry Ward was a crowd favorite. Ward, whose only SX win came in Seattle in 1990, finished on the podium again this year but in third place.**



compared to the carnage that existed in the very exciting 125cc main event. Huge early crashes by class heavyweights Kevin Windham and Robbie Reynard were only the prelude to the demolition derby that would end the race.

After race-long leader Nathan Ramsey crashed his Suzuki on a triple jump, Honda of Troy's Stephane Roncada used the bike for a landing pad and went down as well. Out of seemingly nowhere rode fellow Frenchman David Vuillemin on an FMF Racing-backed Yamaha to take the win over Kawasaki SplitFire/Pro Circuit's Casey Johnson and Kawasaki of Mexico/Tecate's Pedro Gonzalez.

The PACE Motor Sports-produced Seattle event saw more than 54,000 fans fill the fully enclosed Kingdome. The track's damp soil rutted up right away - typical for the Seattle SX - and made for some awkward going for everyone.

"The dirt was a little wet and it was by far the biggest jumps we've had all year," said Larry Ward of the unforgiving Seattle track. "Add 7- or 8-inch - deep ruts all the way across every jump. You just have to hang on out there. A lot of the top, top guys looked like geeks out there at times. It wasn't because we don't know how to ride; it was because of all those ruts."

**250cc**

Team Honda's Steve Lamson holeshot the first 250cc heat race but was quickly overtaken by HoT's Mike Craig. Then it was Yamaha's Ezra Lusk who quickly sped by for the lead, and Ward also went around the pair a short time later, leaving Lamson and Craig to sort things out for third and fourth as Suzuki's Greg "Hunter" Albertyn followed in fifth.

Urged on by the huge audience, Ward set after the leader and came within inches of his rear tire, but Lusk hung tough and Ward was unable to make any realistic passing attempts. Lamson repassed Craig for a hard-fought third, while Albertyn failed to make the direct transfer with a fifth-place effort. Chaparral teammates Phil Lawrence and Jimmy Button also failed to transfer directly.

Kawasaki/Shift/Arnette-backed Emig blasted into the lead at the start of the second 250cc heat race; Henry, McGrath and Kiedrowski followed. Henry quickly turned up the heat on Emig and, after two laps, Emig bobbled in a corner and let Henry fly by. The Kawasaki rider was able to correct himself before McGrath and Kiedrowski could do the same, which eventually made up the finishing order. Unable to transfer straight to the main were such names as Damon Bradshaw, Ryan Hughes, Damon Huffman, John Dowd and Moto XXX's Brian Swink.

The crowd was blown away when home-stater Lance Smail blasted out of the first turn with the 250cc semi-one lead aboard his big, loud KTM four-banger. Factory Suzuki riders Albertyn and LaRocco were right behind and made short work of Smail through a tricky rhythm section, but the crowd continued to focus on the KTM four-stroke and Smail's efforts to get into the AMA Supercross record books as the first modern four-stroker to make a 250cc main event. Kyle Lewis and Kawasaki-mounted Jeff Matiasevich also passed Smail after a few laps.

As the laps wound down, Albertyn maintained control to take the win over LaRocco while Lewis and Matiasevich fought over third. On the last lap, Button silenced the crowd by catching up and passing Smail with a half lap to go. Button's momentum also carried him past Matiasevich for fourth, but Smail could not catch Matiasevich and settled for a noble sixth.

**(Right) Team Suzuki's Nathan Ramsey (38) grabbed the holeshot in the 125cc main, but it was Frenchman David Vuillemin (125) who came from way behind to win. Ramsey crashed while leading. (Below) Suzuki's Jeremy McGrath was again in the hunt for the win, but a bobble late in the race ended his assault on Henry. McGrath finish second for the second week in a row.**

SplitFire/Pro Circuit's moonlighting 125cc rider David Pingree got the holeshot in the second 250cc semi but was soon passed by Kawasaki factory pilots Huffman and Hughes. Yamaha-mounted Dowd also got by Pingree, as did Manchester Honda/AXO/Scott-backed Damon Bradshaw.

The order of the uneventful second heat would remain Huffman, Hughes, Dowd and Bradshaw, so focus turned to the battle for fifth between Pingree and the privateer Swink. "Swinkster" seemed to find that old flame again and dispatched the stubborn Pingree to the LCQ by taking the last transfer spot.

Smail again brought down the house when he nailed his second holeshot of the night in the LCQ, but the presence of Team Chaparral's Phil Lawrence - injured thumb and all - meant that Smail's best hope would be a runner-up finish. Pingree and Smail's fellow Northwesterners - Ryan Huffman and Jason McCormick - began a four-man battle that would see Smail lead all the way past the white flag, but then Huffman was able to make a last-lap pass just three turns from the finish to deny Smail again. This time the KTM rider received a standing ovation for his efforts from the knowledgeable Kingdome crowd.

For just a moment, early in 250cc main event, it appeared that Honda's Steve Lamson had finally shaken out of his early-season slump and found the stadium speed that has carried him to the podium several times in the past. But, by the time the pack crested the following jumps right off the start, Craig was in the lead with McGrath in close pursuit, followed en masse by Lamson, Ward, Lusk, Albertyn, Henry and Emig.

"I didn't get a very good start, but I knew it was a 20-lap race, and if I made every lap count I would be okay," Henry said of his midpack start. "I tried to find some lines and stay out of the ruts as much as I could."

By the time Craig got around to the mechanics' area, his HoT mechanic Dean Baker knew that the best advice to give the leader was to write "Just Like Europe" on the pit board. (Craig, like teammate Larry Ward, always seems to do well in international SX races but seems to tense up when leading in America.) Unfortunately for "Sting Ray," Lusk was too close for him to relax one bit and the Yamaha rider flew into the lead on the triple jumps.

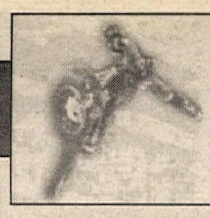
Lusk, still searching for a first-ever 250cc main-event win, immediately started to open up some ground as the rest of the lead pack jockeyed for position. On the fourth lap, Ward made a popular pass on McGrath for third, while Henry moved up to fifth. The Yamaha rider then actually had to pass McGrath for the first time this year by taking an unorthodox but incredibly fast line over a set of staggered jumps. After rolling out of the corner on the inside, Henry doubled through the straight and then tripled into the next corner to pass a surprised McGrath on the outside.

"I found that line in practice and did the jumps just once, and then I tried it in my heat race a couple of times," Henry said of the offbeat line. "There weren't really that many ruts over there, and even though I wasn't sure whether it was faster or slower, it was definitely more consistent than going over on the left side."

The race changed dramatically on the sixth lap when Ward passed his teammate Craig for second just as Lusk pounded himself into the ground while all alone in a whoops section. The roof almost came down as Ward suddenly took the lead. Henry went right past Craig, followed by McGrath.

"I felt great and the bike worked great, but then I blew it," Lusk admitted. "I guess I got some things to work out with myself, but I'm really happy with my progress. I don't really remember what happened except that I got cross-rutted and fell, then highsided again trying to fix my bike from the first time. But I got a lot going for me now and I feel like it's only going to get better."

Craig spiraled down through the field over the next couple of laps before finally dropping out on lap 12 with sore ribs. Apparently, he bounced his chest off his crossbar pad and was having too much trouble breathing to continue. He was joined on the sidelines by Lawrence, whose injured thumb also made it too painful to continue, and a bitterly disappointed Hughes, whose bike seized on him.



# SUPERCROSS
### THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

## Round 4: Seattle Kingdome

"No luck, I guess," Hughes said afterward. "I really don't know what to say because I'm so pissed off. Nothing has gone my way. I trained my butt off and nothing's working out. The supercross season is done for me because there's no way I can win now."

Henry stalked Ward for six laps, trying several creative passing attempts before uncorking almost the same move on the leader that he used to pass McGrath. Henry was aided on the inside by some lappers that might have disturbed Ward's rhythm, but once by, Henry started to pull away.

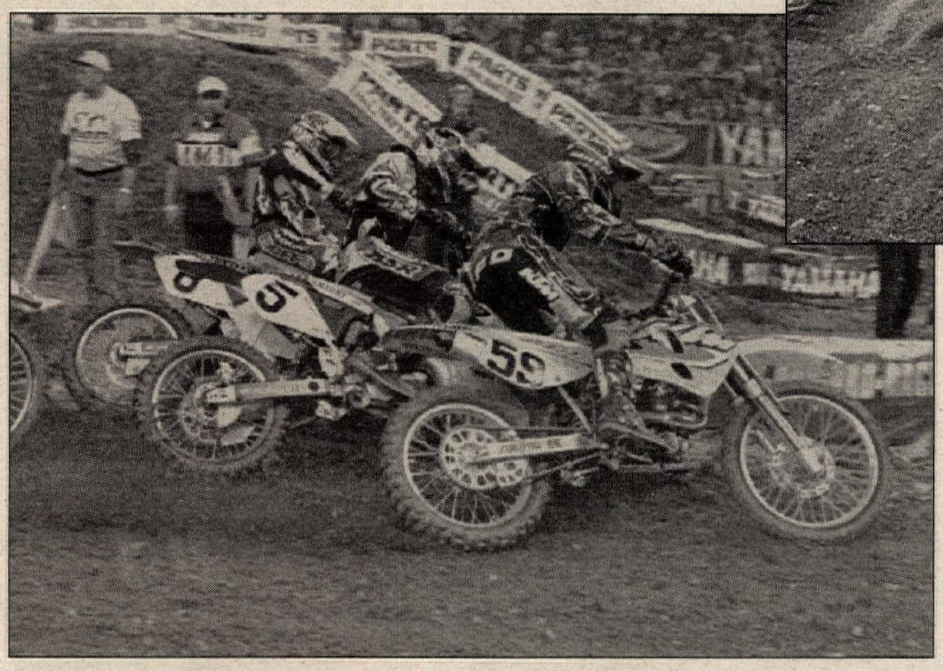
"I had made so many mistakes that once Doug passed me I was just worn out," Ward said. McGrath picked up his own pursuit of Ward and for five more laps Ward felt pressure before relinquishing second to the number-one Suzuki. By this time Henry was about four seconds clear, but McGrath seemed to find the best speed he's had all year and knocked a second a lap off Henry's lead until he bobbled in the whoops with two laps left and gave up the chase.

"I'm happy with the latter part of the laps," McGrath said. "The first seven laps I rode terrible, but then I calmed myself down and figured some things out. The bike was totally better this week, getting better all the time, and I'm still in there, so it was a good race for me. Henry is riding really good, and he's got it all together right now. He's just excellent right now."

"Late in the race Jeremy actually started riding really well," Ward said. "Jeremy is a smart, smart rider, and he knows how to picks lines really well. That's why he's got all of those championships."

Further back, Emig rode virtually unnoticed up to fourth, while LaRocco

**(Below) Local rider Lance Smail, on the KTM 550 four-stroke, had the crowd on its feet all night. Here, he holeshots a 250cc semi over Suzuki rider Greg Albertyn (8) and Mike LaRocco (5). Smail failed to make the cut but came oh, so close.**
**(Right) Yamaha's Ezra Lusk was out in front and pulling away in the 250cc main before crashing in the whoops. Here, Lusk recovers but not before Ward and Henry fly by.**



# Briefly...

Four-year-old **Hayden Strum** (right) from Seattle, Washington, will never forget this year's Seattle Supercross. Hayden, who has been diagnosed with a brain tumor, wished to meet Team Suzuki's **Jeremy McGrath** and hang out with the four-time AMA Supercross Champion, and thanks to the Make a Wish Foundation, Strum had his wish come true at the Kingdome. Strum spent the entire day hanging out with McGrath in the Suzuki pits. And that wasn't all. Strum had another wish and American Suzuki helped make that one come true, too. Hayden also wanted two Suzuki motorcycles "just like McGrath's" - one for him and one for his 6-year-old brother, Gunnar, so he would have someone to go riding with. Suzuki surprised Hayden with two new Suzuki JR50s during a break in the night's racing program.

PACE Motor Sports added the **Holeshot Award** for the 125cc class at Seattle. The rider who grabs the holeshot in the 125cc main event is now also presented with a bonus of $500, presented by 1-900-PRO-RACE. 1-900-PRO-RACE already sponsors the $1000 Holeshot Award for the 250cc class. "PACE Motor Sports has made a commitment to increase cash awards to competitors this year, Director of Supercross Operations Roy Janson said. "The Holeshot Award has received such a positive response from the riders that we decided to include the 125cc riders as well." The first recipient of the Holeshot Award was Team Tecate/Kawasaki of Mexico's **Pedro Gonzalez**. Gonzalez, who finished third in the main at Seattle, evidently did not get the word about the 125cc class getting the Holeshot Award and quietly asked, "What's this for?" when he was given the check on the podium. Honda's **Steve Lamson** took the award in the 250cc class.

Team Noleen/Pro-Flex/KS rider **Jerry Aleman** suffered a hard get-off during a practice session earlier in the day. Aleman, who was set to compete in the 125cc class, came up short over a double that resulted in a textbook endo. Aleman was carried off the track on a stretcher with what was later diagnosed as a dislocated hip. Aleman returned to the track later that evening and was a spectator for the main events. Aleman is expected to return to action at the opening round of the AMA National Championship MX Series at Gainesville, Florida, March 2.

Gotcha covered: Traditionally, the Seattle Supercross is one of the few races where the riders and teams actually pit on the floor of the stadium for the evening's program, but this was not the case this year. Instead, all the riders pitted inside a recently constructed **pavilion** right outside the Kingdome. The pavilion was totally enclosed and heat was pumped in to keep things warm in spite of the 30-plus degree temperatures outside. **PACE Motor Sports**, the supercross promoters, reportedly paid $20,000 to use the pavilion so the riders and teams could have a comfortable and roomy place to pit.

Within minutes after taking the checkered flag, 250cc main-event winner **Doug Henry** (right) was on the phone. On the other end of the line was Henry's wife, Stacy, who was back home in Connecticut. "I won, I won," said an elated Henry. "(But) it was tough..."

"One hundred percent better," said McGrath moments after crossing the finish line in second place. McGrath was referring to his motorcycle that he, Suzuki technicians and Pro Circuit having been dialing in since the start of the season. According to McGrath's tuner **Wyatt Seals**, much progress has been made in the past couple of weeks. "We got a lot accomplished this week," Seals said. "The weather has really slowed us down as far as testing goes. We're basically working on the chassis and the power characteristic. There's plenty of power, that's not the problem, but we're working on torque - Jeremy likes torque. Overall, he's very happy with the bike."

Kawasaki team manager **Roy Turner** did not make the trip to Seattle. Last week at the Phoenix Supercross, Turner announced he was leaving Kawasaki to work for a bicycle company in Northern California. Technically, Turner is still with the company and has been working with Kawasaki to come up with his replacement. "We don't want to rush into things," said Damon Huffman's mechanic Brian Lunis. "Kawasaki knows the importance of the job and will take their time in finding the right person."

Four riders presently ranked in the top 20 of the AMA 250cc Supercross Series point standings have either left the tour or are about to in order to compete in foreign and World Championship MX Series. Americans **Kyle Lewis** and **Jeff Matiasevich** will soon be headed to Japan to compete for the Suzuki and Kawasaki factories, respectively, in the All-Japan MX Series. Tennessee's **Mike Brown** already bolted for Italy to begin final preparations with Michele Rinaldi's Chesterfield Yamaha team for the 250cc World Championship campaign. And Frenchman **Sebastien Tortelli**, the 1996 125cc World Champion, is already back in Europe after having competed in just one round of the series (LA II) with Jan de Groot's Kawasaki 250cc GP team. Of all the exchange riders, Tortelli, 18, posted the best finish with his seventh place in Los Angeles. According to insiders, Tortelli is contemplating a full-time gig in America as early as next year.

Speaking of Frenchmen in America, Seattle 125cc main-event winner **David Vuillemin** also is headed back to France to get his outdoor program ready for the 1997 125cc GPs. By virtue of his Seattle win (and a second at LA II) the FMF-backed Vuillemin is just five points out of first place in the 125cc West Region rankings, but probably won't be back for the rest of the series. However, like so many other young international racers, he is hoping to race in the United States full time in the near future. "I'm going back to France on Tuesday, but I am very happy with my four races here," Vuillemin said. "I finished fifth, second, 13th and the win tonight, so I'm very happy with this trip. I feel like I got a lot of experience for the 125 GPs, and I am very happy to have won for FMF. Maybe they will bring me back soon."

Among the 54,000-plus fans in the Seattle Kingdome were a half dozen members of the NBA World Champion **Chicago Bulls** basketball team. With assistance from Oakley's Johnny O'Mara, players Toni Kukoc, Luc Longley, Bill Wennington and Steve Kerr made it down on the floor to stand behind the starting gate for a few heat races before PACE management found them an open suite in the press box. The players seemed genuinely thrilled to meet Jeremy McGrath, who in turn was going to see the Chicago Bulls-Seattle Supersonics basketball game the next day. Superstar Michael Jordan was not with his teammates.

We asked **Doug Henry** which of his two supercross wins (LA and Seattle) so far this season meant the most to him, he said neither. Instead, Henry says his favorite win was in August of last summer when he won the second moto at the Washougal National. "That was the defining moment," Henry said. "That's where the payoff came. My whole goal when I was hurt was to just get back to where I was. Winning that one moto at Washougal was what gave me the strength and desire to come back. Without that win, I really doubt that I would have gotten either of these (SX wins), because I thought I was going to come back a lot sooner. I thought I would get to the outdoor Nationals last year and start winning. I didn't realize then how far behind I had fallen, so last summer was tough. I just needed to win one moto to get my desire back, and that's what I did at Washougal."

Henry's sudden rise to the top of the supercross charts presents another question: Will he really risk all of his momentum on the Yamaha YZ250 to try the **project four-stroke** Yamaha he's listed to ride in the 1997 outdoor Nationals? "It's gung-ho for Gainesville," Henry said. "We're going to ride it at Gainesville for sure, and to tell you the truth, we're thinking about riding it at some supercrosses as well, like Daytona and Minneapolis. It's a good bike and all, and I think it would work well out on most indoor tracks. We're going to do some testing next week and decide from there about the supercross series, but I will definitely ride it at Gainesville."

Speaking of four-stroke equipment, KTM's **Lance Smail** was the undisputed crowd favorite in Seattle by virtue of his two near-misses at getting a four-stroke into the main event for the first time. "I think I just let up a little bit at the end each time, thinking that they weren't close enough, and that made it a bummer deal when they passed me," Smail said. "I tried really hard to get in the main event - it would've been the best." Smail is riding a KTM 550, which is actually a sleeved-down 620. "I'm going to get in the record book," he said. "I'm going to get there yet."

held fifth behind him. Kiedrowski rode into sixth and spent a few laps dicing with the out-of-sync Lusk before securing his best finish of the year. Albertyn was disappointed with his eighth-place finish.

"One word: Wanker!" Albertyn said. "I was absolutely pathetic. I was having problems with my bike bogging, maybe because it was too lean, and for a few laps I couldn't jump the triple because it was scaring the hell out of me. But that's not an excuse - I rode like rubbish."

Lewis and Dowd rounded out the top 10, while Huffman and Lamson put in mediocre showings to finish 11th and 12th.

"The first few laps I was doing pretty good," Lamson said. "After about halfway, I cased a triple and it just knocked the wind out of me. I was just gasping for air - I was done. Now I have two weeks to think about my season so far. I really need to get out of this rut I'm in so far."

### 125cc

Team Honda/Primal Impulse/Fox Racing's Robbie Reynard chose the farthest gate on the inside to the holeshot the first 125cc heat race and pretty much pulled away after that. The Oklahoman ended up winning by about a half-dozen seconds over SplitFire/Pro Circuit's Craig Decker and Honda of Troy's French import Stephane Roncada.

In the second 125cc heat race, Team SMP's Grayson Goodman grabbed the holeshot over heavy favorite Windham, who soon rode by and away. The super-smooth teenager had a five-second advantage after just one lap and was on cruise control shortly thereafter. The "Cajun" scored a popular win and rewarded the adoring crowd with a couple of heel-clickers toward the end. Team Suzuki's Nathan Ramsey and FMF's Vuillemin rounded out the top three.

When the 125cc main event blasted off, Pedro Gonzalez grabbed the holeshot ahead of Ramsey and Suzuki's Steve Andrich. Windham was just outside the top five while Reynard's choice of the far inside line proved to be a mistake the second time around; he blew the shift to second and went into the first turn dead last.

After a lap, Ramsey was the leader, while Gonzalez, Pro-Circuit/SplitFire/Kawasaki's Casey Johnson, Primal Impulse Honda rider Shaun Perolio and Windham filled in the top five spots. Roncada was eighth and on the move forward, while Reynard was up to 10th. Lurking all the way back in 12th was the Frenchman Vuillemin.

The crashing started in earnest on the third lap when Windham, up to fifth, got out of sync in a rhythm section and catapulted himself off the track and onto the slick concrete where he fell. The kid was back on his feet and appeared ready to get right back in the race, but then made a terrible miscalculation.

"I got up and, in the heat of the moment, I didn't look back when I pulled back on the track," Windham said. "Me and Chris Wheeler came together pretty good and down I went again." When asked what the damage was, Windham said, "Just pride."

"Work, work, work and then come to the race and do so bad - it's just really depressing." Windham said.

The two successive accidents left Windham all the way back in 21st and with little hope of winning, but the strong-willed rider started right back up through the pack. He made it to sixth by the checkered flag and at least kept himself in a tie for the points lead in the 125cc West Region with fourth-place finisher Reynard.

After five laps, Roncada was up to second and pressuring Ramsey as the track grew rougher by the lap. Gonzalez held third but he was losing touch with the leaders as he defended his position from Johnson, Decker and Perolio. In the meantime Vuillemin was up to seventh after watching Reynard drop his Honda and fall all the way back to 19th, just in front of Windham.

For five more laps, Ramsey held his ground and appeared ready to start the sprint to the finish until he made an unforced error and lost control of his Suzuki on a triple jump. To give the race even more of a demolition-derby look, Roncada was already committed to his line on the triple when Ramsey fell and he landed on the fallen leader's bike, taking himself out in the process. The pair still had about 10 seconds on third-place Decker when the crash occurred, but only Ramsey got back on his bike before the rest of the pack came by. But the Suzuki was bent and difficult to ride and Decker immediately went by.

Before things could settle down, Decker got himself jammed up in the very next corner and both Gonzales and the patient Vuillemin slipped by, giving the race its third lead change in one lap. However, Vuillemin made sure it was the last by immediately pulling a short lead on the Kawasaki train of Gonzalez, Decker and Johnson. Decker passed Gonzalez for second, but then hit a hay bale with two laps to go and lost spots to both Johnson and Gonzalez.

The Seattle derby mercifully ended after 15 laps with an extremely happy Vuillemin still in the lead. Johnson and a thrilled Gonzalez took the next two spots on the podium while Reynard nipped Decker for fourth on the last lap. Windham also made a late pass, salvaging points by passing the struggling Ramsey for sixth. Noleen Yamaha's Jeff Willoh, Team Chaparral's Greg Schnell and Stiffie-backed Cory Keeney rounded out the top 10.

"I was very bad off the start, and I had some trouble in getting going," Vuillemin said. "I saw so many crashes that once I got into first I just tried not make any mistakes myself. I tried to ride smooth and jump every jump. I took my time and I'm very happy to have won. Now I am a little bit sad that I have to go home."

"I was coming up on the triple and my bike slid out in another rut and preloaded me to the right," Ramsey said after he crashed himself out of what might have been a first-ever supercross win. "It took too much speed from me and I came up short, then Roncada landed on my bike. I got back up and my front end was still tweaked out and I couldn't do much. It was too bad because up until then I felt good, felt relaxed. Wasn't nervous at all. Then I just hit that one rut wrong and that was it." CN

(Right) Team Honda's sole rider Steve Lamson (4) again struggled in Seattle, while Mike Craig (here dicing with Lamson), who led the early laps in the main, pulled out after slamming his ribs on the crossbar. (Below) West Coast 125cc main-event winner Vuillemin (shown) visited the podium with runner-up Casey Johnson and Pedro Gonzalez.

**Seattle Kingdome**
**Seattle, Washington**
**Results: February 1, 1997**

**250 HEAT 1 (8 laps, 1-4 transfer to main):** 1. Ezra Lusk (Yam); 2. Larry Ward (Hon); 3. Steve Lamson (Hon); 4. Michael Craig (Hon); 5. Mike LaRocco (Suz); 6. Greg Albertyn (Suz); 7. Phil Lawrence (Yam); 8. Jimmy Button (Yam); 9. Kyle Lewis (Suz); 10. Lance Smail (KTM): 11. Jason McCormick (Yam); 12. Ty Birdwell (Kaw); 13. Billy Binckley (Yam); 14. Jason Frenette (Kaw); 15. Tomohiro Shibayama (Suz): 16. Jeff Matiasevich (Kaw); 17. Mark Easley (Kaw); 18. Terry Lee Hamness Jr. (Kaw); 19. Terry Parsons (Hon); 20. Heath Voss (Hon).
**Time:** 6 min., 57.290 sec.

**250 HEAT 2 (8 laps, 1-4 transfer to main):** 1. Doug Henry (Yam); 2. Jeff Emig (Kaw); 3. Jeremy McGrath (Suz); 4. Mike Kiedrowski (Hon); 5. Damon Bradshaw (Hon); 6. Ryan Hughes (Kaw); 7. Brian Swink (Kaw); 8. Damon Huffman (Kaw); 9. John Dowd (Yam); 10. David Pingree (Kaw); 11. Ryan Huffman (Kaw); 12. Brian Walters (Suz); 13. Davey Castillo (Kaw); 14. Jimmy Lamastus (Yam); 15. Tommy Johansson (Suz); 16. Brad Hagseth (Yam); 17. Jeff Tilton (Yam); 18. Billy Silvarole (Kaw); 19. Michael Chamberlain (Suz); 20. James Povolny Jr. (Suz).
**Time:** 6 min., 42.360 sec.

**250 SEMI 1 (6 laps, 1-5 transfer to main):** 1. Greg Albertyn (Suz); 2. Mike LaRocco (Suz); 3. Kyle Lewis (Suz); 4. Jimmy Button (Yam); 5. Jeff Matiasevich (Kaw); 6. Lance Smail (KTM); 7. Jason Frenette (Kaw): 8. Billy Binckley (Yam); 9. Phil Lawrence (Yam); 10. Jason McCormick (Yam); 11. Tomohiro Shibayama (Suz); 12. Terry Lee Hamness Jr. (Kaw); 13. Terry Parsons (Hon); 14. Heath Voss (Hon); 15. Ty Birdwell (Kaw); 16. Mark Easley (Kaw).
**Time:** 5 min., 17.110 sec.

**250 SEMI 2 (6 laps, 1-5 transfer to main):** 1. Damon Huffman (Kaw); 2. Ryan Hughes (Kaw); 3. John Dowd (Yam); 4. Damon Bradshaw (Hon); 5. Brian Swink (Kaw); 6. David Pingree (Kaw); 7. Ryan Huffman (Kaw); 8. James Lamastus (Yam); 9. Davey Castillo (Kaw); 10. Brian Walters (Suz); 11. Tommy Johansson (Suz); 12. Billy Silvarole (Kaw); 13. Brad Hagseth (Yam); 14. Jeff Tilton (Yam); 15. Michael Chamberlain (Suz); 16. James Povolny (Suz).
**Time:** 5 min., 24.990 sec.

**250 LCQ (6 laps, 1-2 transfer to main):** 1. Phil Lawrence (Yam); 2. Ryan Huffman (Kaw); 3. Lance Smail (KTM); 4. David Pingree (Kaw); 5. Jason McCormick (Yam); 6. Davey Castillo (Kaw); 7. Jason Frenette (Kaw); 8. Tomohiro Shibayama (Suz); 9. Jimmy Lamastus (Yam); 10. Ty Birdwell (Kaw); 11. Brian Walters (Suz); 12. Tommy Johansson (Suz); 13. Mark Easley (Kaw); 14. Brad Hagseth (Yam); 15. Terry Lee Hamness Jr. (Kaw); 16. Billy Silvarole (Kaw); 17. Heath Voss (Hon); 18. Terry Parsons (Hon); 19. Billy Binckley (Yam); 20. Jeff Tilton (Yam); 21. Michael Chamberlain (Suz); 22. James Povolny Jr. (Suz).
**Time:** 5 min., 28.130 sec.

**250 MAIN (20 laps):** 1. Doug Henry (Yam); 2. Jeremy McGrath (Suz); 3. Larry Ward (Hon); 4. Jeff Emig (Kaw); 5. Mike LaRocco (Suz); 6. Mike Kiedrowski (Hon); 7. Ezra Lusk (Yam); 8. Greg Albertyn (Suz); 9. Kyle Lewis (Suz); 10. John Dowd (Yam); 11. Damon Huffman (Kaw); 12. Steve Lamson (Hon); 13. Damon Bradshaw (Hon); 14. Brian Swink (Kaw); 15. Jimmy Button (Yam); 16. Ryan Huffman (Kaw); 17. Jeff Matiasevich (Kaw); 18. Phil Lawrence (Yam): 19. Mike Craig (Hon); 20. Ryan Hughes (Kaw).
**Time:** 17 min., 57.850 sec.

**THOR/PARTS UNLIMITED AMA 250 SX SERIES POINT STANDINGS (after 4 of 15 rounds):** 1. Doug Henry (87/2 wins); 2. Larry Ward (74); 3. Jeremy McGrath (70); 4. Jeff Emig (65/1); 5. Greg Albertyn (62/1); 6. Ezra Lusk (57); 7. Mike LaRocco (56); 8. John Dowd (49); 9. Steve Lamson (41); 10. Damon Huffman (40); 11. Ryan Hughes (38); 12. Mike Craig (37); 13. Kyle Lewis (36); 14. Damon Bradshaw (35); 14. Mike Kiedrowski (35); 16. Jimmy Button (29); 17. Mike Brown (14); 17. Sebastien Tortelli (14); 19. Jeff Matiasevich (12); 20. Ryan Huffman (9).

**125 HEAT 1 (6 laps, 1-9 transfer to main):** 1. Robbie Reynard (Hon); 2. Craig Decker (Kaw); 3. Stephane Roncada (Hon); 4. Casey Johnson (Kaw); 5. Rusty Holland (Kaw); 6. Pedro Gonzalez (Kaw); 7. Jeffrey Willoh (Yam); 8. Steve Andrich (Suz); 9. Travis Hodges (Kaw); 10. Josh Tarantino (Yam); 11. David Evilsizer (Suz); 12. Jake Windham (Suz); 13. Eric Schnell (Suz); 14. Scott Davis (Kaw); 15. Erik Anderson (Hon); 16. Michael York (Hon); 17. Casey Lytle (Hon); 18. Dustin Nelson (Yam); 19. Christopher Wheeler (Suz); 20. Brian Deegan (Suz).
**Time:** 5 min., 16.690 sec.

**125 HEAT 2 (6 laps, 1-9 transfer to main):** 1. Kevin Windham (Yam); 2. Nathan Ramsey (Suz); 3. David Vuillemin (Yam); 4. Michael Brandes (Yam); 5. Erick Vallejo (Kaw); 6. Grayson Goodman (Yam); 7. Shaun Perolio (Hon); 8. Greg Schnell (Yam); 9. Cory Keeney (Yam); 10. Lex Malan (Suz); 11. Heath Voss (Hon); 12. Tony Amaradio (Yam); 13. Ryan Terlicki (Hon); 14. Brad Hagseth (Yam); 15. Yoshbitaka Atsuta (Hon); 16. Isaiah Johnson (Kaw); 17. Mark David Culton (Kaw); 18. Travis Preston (Yam); 19. Ryan Duff (Hon); 20. Bader Manneh (Yam).
**Time:** 5 min., 19.110 sec.

**125 LCQ (4 laps, 1-4 transfer to main):** 1. Christopher Wheeler (Suz); 2. Casey Lytle (Hon); 3. Josh Tarantino (Yam); 4. Isaiah Johnson (Kaw); 5. Jake Windham (Suz); 6. Travis Preston (Yam); 7. Dustin Nelson (Yam); 8. Heath Voss (Hon); 9. Ryan Terlicki (Hon); 10. David Evilsizer (Suz); 11. Erik Anderson (Hon); 12. Brad Hagseth (Yam); 13. Mark David Culton (Kaw); 14. Tony Amaradio (Yam); 15. Yoshitaka Atsuta (Hon); 16. Eric Schnell (Suz); 17. Scott Davis Kaw); 18. Lex Malan (Suz); 19. Michael York (Hon); 20. Ryan Duff (Hon); 21. Brian Deegan (Suz); 22. Bader Manneh (Yam).
**Time:** 3 min., 44.260 sec.

**125 MAIN (15 laps):** 1. David Vuillemin (Yam); 2. Casey Johnson (Kaw); 3. Pedro Gonzalez (Kaw); 4. Robbie Reynard (Hon); 5. Craig Decker (Kaw); 6. Kevin Windham (Yam); 7. Nathan Ramsey (Suz); 8. Jeffrey Willoh (Yam); 9. Greg Schnell (Yam); 10. Cory Keeney (Yam); 11. Casey Lytle (Hon); 12. Shaun Perolio (Hon); 13. Grayson Goodman (Yam); 14. Christopher Wheeler (Suz); 15. Isaiah Johnson (Kaw); 16. Steve Andrich (Suz); 17. Michael Brandes (Yam); 18. Travis Hodges (Kaw); 19. Stephane Roncada (Hon); 20. Rusty Holland (Kaw); 21. Erick Vallejo (Kaw); 22. Josh Tarantino (Yam).
**Time:** 14 min., 12.850 sec.

**125 WESTERN REGIONAL 125 SX SERIES POINT STANDINGS:** 1. Kevin Windham (78/2 wins); 1. Robbie Reynard (78); 3. David Vuillemin (73/1); 4. Casey Johnson (66); 5. Craig Decker (65); 6. Nathan Ramsey (60); 7. Cory Keeney (45); 8. Shaun Perolio (42); 9. Pedro Gonzalez (40); 10. Christopher Wheeler (37); 11. Casey Lytle (34); 12. Brian Deegan (34); 13. Travis Preston (23); 14. Michael Brandes (22); 14. Jeffrey Willoh (22); 16. Travis Hidges (15); 17. Rusty Holland (12); 18. Greg Schnell (12); 19. Grayson Goodman (10); 20. Erick Vallejo (9).

**KTM JR. SX CHALLENGE:** 1. Brett Osaka; 2. Kory Huffman; 3. Michael Busch; 4. Josh Bory; 5. Austin Hoerner; 6. Mac James; 7. Ben Evans; 8. Brandon Rasmussen; 9. Bryar Perry; 10. Kimberlee Niles; 11. Ethan Livernash; 12. Jacob Turnbull.

Upcoming Rounds:
Round 5 - Indianapolis, IN, February 15

**HARE & HOUND**
**AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES**

**Round 1: Desert MC National H&H**

# DAVIS RIPS

**(Left) Ty Davis started off the AMA National Championship H&H Series with the overall win. (Above) Nearly 500 riders turned out for the series opener, and they all seemed to arrive at this narrow downhill at the same time.**

**By Anne Van Beveren**
**Photos by Tom Van Beveren**

LUCERNE VALLEY, CA, JAN. 26

After finishing 1996 with no National title to call his own, Kawasaki's Ty Davis let the desert world know that he is title bound in 1997 with a runaway win in the opening round of the AMA National Hare & Hound Series.

Davis, who missed critical rounds of last year's H&H series to battle for the National Enduro title only to lose his shot at that title in the final event, led the first round of the new year's competition from start to finish and promised to be back for the rest of the five-race series.

"This year I will ride all of the races in this series, plus the Best in the Desert Series, and I'll do a couple of enduros, the Four Stroke Nationals, and that'll be my year," said Davis, who was all smiles after he took the checkered flag a comfortable four and a half minutes ahead of second-place finisher Greg Zitterkopf. "I'm hoping this will be my year for the hare and hounds."

After a week of stormy weather, Southern California racers were expecting the worst as they battled rain and low clouds on their way to Lucerne Valley, but the storm front stopped just 15 miles from the starting line near Means Dry Lake and the northerly lie of the course kept the riders under clear, sunny skies all day.

The first shot at national points, coupled with a course laid out by Desert MC, had close to 500 riders lined up when the banner dropped at 10 a.m. Kawasaki's Paul Krause shot off the line in a big hurry and Davis was making his presence felt, along with KTM-mounted Nick Pearson and Honda's Jeff Capt, who got his XR628 off to a one-kick start, but it was Abe Baumann who led the way to the bomb.

"What a great way to start the series," the KX500-mounted Vet said. "My line really paid off."

But Baumann's number-one spot did not last long.

"I looked over and he was about five bike lengths ahead of me, and then I pinned it," said Davis, who took a wide line around the bomb. "I knew he had to back off because the bomb got into deep washes and stuff where he was, and I just kept it pinned from there. When I got past the bomb I was in front."

Dreams of a great start faded fast for defending National H&H champ Zitterkopf.

"I fouled a spark plug right on the start," the KTM 360 racer explained. "The banner went down and I went to start it, and it just wouldn't. I sat there and I kicked and kicked and kicked. I had to change the plug, so I was way behind everybody else - at least two minutes down by the time I got started."

Jim Gray thought his KTM might be down for the count.

"I got a good start but then, toward the end of the bomb run, I seized my bike," Gray said. "I think I've got my jetting too lean. It locked up and I almost came to a complete stop, then it got going again and after that it worked great."

Minor problems were causing havoc as the racers picked up the ribbon and started out into the first of the two 36-mile loops. Chris Brown, who had crashed a couple of times right off the start, was struggling with an on-again, off-again front brake. KX500-mounted Mark Lundgreen had lost his front brake after pounding his front disc on a rock. And Donnie Book was out, thanks to a stick that pierced his radiator hose.

Despite all the rain of the preceding week, tail-end riders found themselves battling dust.

"Yes, it really was dusty back there where I was off the start - a lot dustier than I expected," Zitterkopf said.

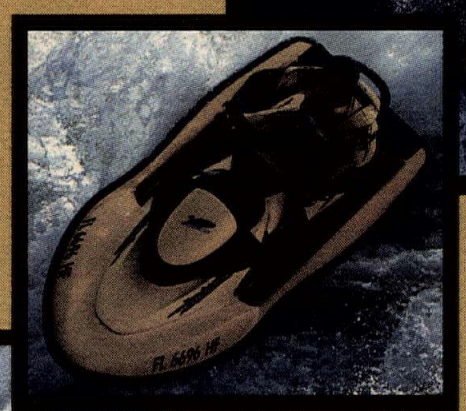
Davis was out in front as the course headed north toward Galloway Dry Lake, turned northwest into the Iron Ridge area, then headed for Bessemer Mine Road. Krause slotted into second and Pearson took up a position just off his rear wheel.

"I was pulling (Krause) for a little bit, then he took a bad line and I got into second, but after that my arms pumped up," Pearson said. "They were so pumped up I couldn't hang on and I went down, so Krause got back by me and Capt too, so I was running fourth."

Baumann was thanking his lucky stars he was running at all.

"Right after the second check I hit a whoop and my right foot came off and went between the fender and the wheel," Baumann said, shaking his head. "I'm going through the whoop with my foot twisted in there and it's just crunching, and the only thing I could do was pin it to try to keep it straight. I had enough time during that to actually pray."

When Baumann eventually hit the



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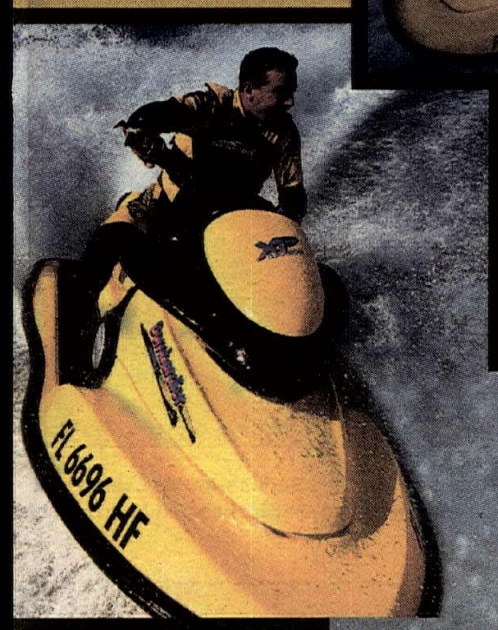

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# HARE & HOUND

**AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES**

## Round 1: Desert MC National H&H

(Left) Defending champion Greg Zitterkopf came from behind to finish second overall.
(Right) Paul Krause ran a strong race, finishing third overall.
(Below) Brian Brown scored the 250cc Expert-class win.

ground, he found his cloud had somewhat of a silver lining.

"When I picked up my bike, I looked at the right side and saw that I had a hole in the case. A rock must've come up and hit it, so falling off gave me a chance to fix it," Baumann said. "If I hadn't gone down, I would've burned out my transmission, but I caught it early enough that all I had to do was put some duct tape on it and put more oil in it. I lost 30 or 40 positions doing that, but I got to keep riding."

After 55 minutes of racing, Davis was still leading the way and had stretched out an almost comfortable two-minute lead over second-placed Krause as he headed into the pits. His lead grew even more comfortable when the Kawasaki mechanics started shouting at Krause just before he set off for another 36 miles of hot pursuit.

"They hollered stop because all the disc bolts were coming out - the ones that hold the rear disc on," Krause said. "I had to change a rear wheel before I could get out of there and I ended up leaving the pit in seventh or eighth."

A fast loop by Zitterkopf put him half a minute behind Krause when he hit pit row in third, just ahead of Capt and Pearson, and Idaho's Brian Brown led the 250cc Experts in sixth. Dan Richardson dashed through the pits in seventh, ahead of XR628-mounted Paul Ostbo, and Russ Pearson and Dave Hamel rounded out the top 10. Steve Hengeveld, Todd Hoy, John Spaeth and Ed McCoy were close behind.

The racers soon found that the Desert MC's threat of a tough second loop full of technical terrain and rocks was no joke.

"There was a big difference between the loops," Davis said. "Loop one was pretty much flat ground but loop two was really hilly and it had some really tough stuff - some really difficult sections. There were two downhills, one at the very beginning and one at the very end, and those things were gnarly. They were all big rolling rocks and you really didn't want to tip over."

It was mountains nearly all the way as the trail paralleled the military base to the far end of the designated riding area. Davis was riding comfortably in front, Zitterkopf was pushing hard to catch up from what he didn't know was second.

"I thought I was third and it was Krause in front of me; I didn't know that I had passed him in the pits," Zitterkopf said.

Krause had launched an all-out blitz to regain third.

"After losing all that time in the pit, I uncorked it and just pinned it to try to catch up," the KX500 racer said.

Jim Gray was dodging past some of the tiring riders trying to edge up into the top 10 and, not far behind him, Dana Van Stee and Kris Keefer were locked in a tight duel for the 125cc honors.

"They told me he was about a minute in front of me in the pits so I just started riding smooth and I caught him eventually," Van Stee said. "He was really tough to pass and I was behind him for a while. He was going really good, but then we got into some rocks."

"I crashed in the rocks and kind of lost my wind, so he got past me and rode good from there on out," Keefer said. "He beat me fair and square but I had a lot of fun. I like riding out here."

Out in front, it was smooth sailing all the way. Davis completed his second 36 miles in just under an hour and took the checkered flag a few minutes before noon, with four minutes and 25 seconds to spare.

"I thought the course would be a little wetter - it was dry, real dry - but it was a really good course," the Kawasaki Team Green/Moose/Kawasaki-backed rider said. "The club did an awesome job and the marking was great. They used more arrows than anybody I know. The turns were really well marked and the dangers were really well marked - everything was seeable."

Zitterkopf was surprised and "really stoked" to discover that he had captured second overall as well as the win in the Over 30 Expert class.

"I could see the dust in front of me, but I thought it was Krause and I kept hauling ass trying to catch him," Zitterkopf said, "but then I fell down like twice and decided I'd just settle for what I thought was third. I didn't want to hurt anything because it's a long series.

"I'm really, really happy to do as good as I did after the start I got," Zitterkopf added. "If that wouldn't have happened it would've been a really good race."

Third-placed Krause also was happy with his finish.

"I worked hard to catch up in the second loop and it worked out," the Team Green racer said. "I didn't really know anything was wrong in the first loop. My brakes just kept fading and I had no idea why. What was happening was that the (disc) bolts were beating up the caliper and it would spread the pads, and then I would have to pump them up to get brake again."

Capt topped the four-stroke division in fourth overall, despite slowing down to nurse his XR628 home after it started to develop mechanical problems late in the race, and Nick Pearson's KTM 300 claimed fifth.

Dan Richardson was surprised to find that he and his KX500 had crossed the finish in sixth.

"I just got this thing going yesterday," Richard said. "I brought it out to break it in, rode the bomb about three times and then the base gasket went out. We spent yesterday rebuilding that, so I was just basically learning how to ride it today. It was a good course and I had no problems - just got a little tired toward the end."

With the exception of a broken pulley on his roll-offs, Brian Brown reported a trouble-free ride to seventh overall and first 250cc Expert, ahead of KX250-racer Steve Hengeveld and four-stroke pilot Paul Ostbo, who was forced to battle through the pack after a missed shift put him back in the dust off the start.

Jim Gray came back from a seize on the bomb to finish in 10th overall, ahead of Dave Hamel, and Russ Pearson took 12th despite running out of gas five miles before the finish.

Pearson was followed home by Todd Hoy, Vet contender Ed McCoy, KX250 racer John Spaeth, Vet 250cc racer John Rudder, who fought bronchitis all the way to the finish line, and Tommy Ady, who battled pumped-up arms and shoulders.

Dana Van Stee finished one spot ahead of race-long rival Kris Keefer in 19th overall, and Rex Staten topped the Over 40 racers in 23rd. CN

**Desert MC**
**Lucerne Valley, California**
**Results: January 26, 1997 (Round 1 of 5)**

**O/A:** 1. Ty Davis (Kaw); 2. Greg Zitterkopf (KTM); 3. Paul Krause (Kaw); 4. Jeff Capt (Hon); 5. Nick Pearson (KTM); 6. Dan Richardson (Kaw); 7. Brian Brown (Kaw); 8. Steve Hengeveld (Kaw); 9. Paul Ostbo (Hon); 10. Jim Gray (KTM); 11. Dave Hamel (Kaw); 12. Russ Pearson (KTM); 13. Todd Hoy; 14. Ed McCoy (Kaw); 15. John Spaeth (Kaw); 16. John Rudder (Yam); 17. Tommy Ady (Kaw); 18. Abe Baumann (Kaw); 19. Dana Van Stee (Kaw); 20. Kris Keefer (Yam).

**OPEN EX:** 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Nick Pearson (KTM).

**250 EX:** 1. Brian Brown (Kaw); 2. Steve Hengeveld (Kaw); 3. Dave Hamel (Kaw).

**125 EX:** 1. Dana Van Stee (Kaw); 2. Kris Keefer (Yam).

**30+ EX:** 1. Greg Zitterkopf (KTM); 2. Ed McCoy (Hon); 3. John Rudder (Yam).

**40+ EX:** 1. Rex Staten (Kaw).

**4-STRK EX:** 1. Jeff Capt (Hon); 2. Paul Ostbo (Hon); 3. Don Knapp (Hbg).

Upcoming Rounds
Round 2 - Murphy, Idaho, March 16
Round 3 - Jericho, Utah, April 12

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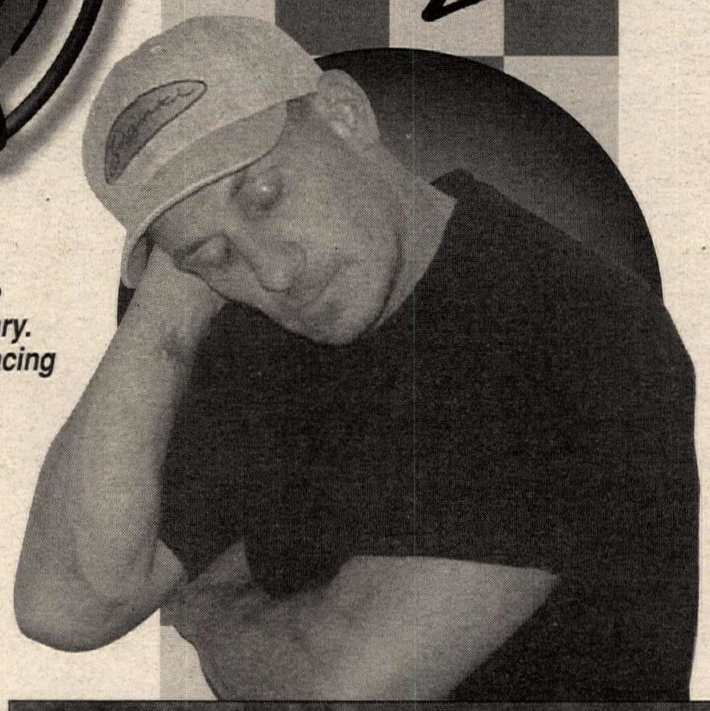

*Bike Week is near, so wintertime woes be gone! MotoWorld is one hot ticket in February. Don't miss the essential offroad and road racing preview editions, PLUS highlights from the three different Supercrosses, the Adelanto GP, ice races from way up north, and the AMA Superbike opener from Phoenix.*

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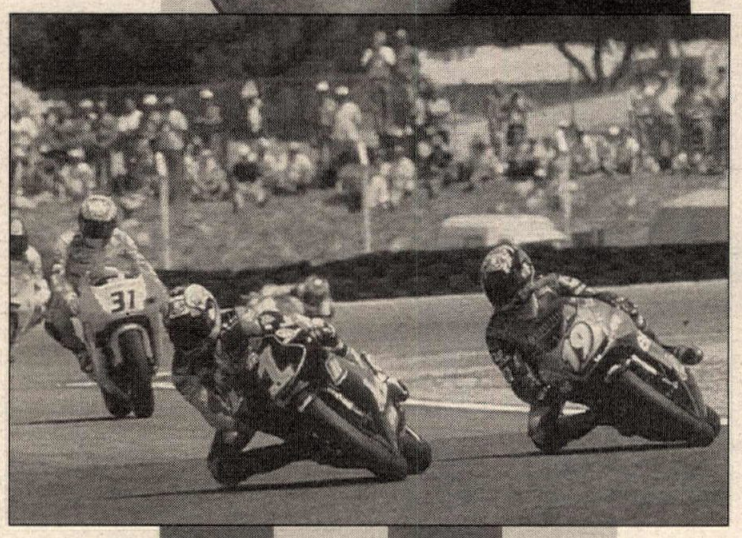
**MOTOWORLD**
**FEBRUARY 1997 SCHEDULE ON ESPN2**

| Original Show Telecast | | | | Repeat Telecast | | |
|---|---|---|---|---|---|---|
| **EASTERN TIME** | | | | | | |
| 1/31 | Fri | 11:00-11:30PM | & | 2/1 | Sat. | 11:30-12:00PM |
| | | | | 2/5 | Wed | 3:30-4:00AM |
| 2/7 | Fri | 11:00-11:30PM | & | 2/8 | Sat | 10:30-11:00AM |
| | | | | 2/10 | Mon | 3:00-3:30AM |
| 2/14 | Fri | 11:00-11:30PM | & | 2/15 | Sat | 11:30-12:00 PM |
| | | | | 2/19 | Wed | 3:30-4:00AM |
| 2/20 | Thurs | 11:30-12:00AM | & | 2/22 | Sat | 11:30-12:00PM |
| | | | | 2/26 | Wed | 3:30-4:00AM |
| 2/28 | Fri | 9:30-10:00PM | | | | |



**MOTOWORLD 2**
**FEBRUARY 1997 SCHEDULE ON ESPN2**

| Original Show Telecast | | | | Repeat Telecast | | |
|---|---|---|---|---|---|---|
| **EASTERN TIME** | | | | | | |
| 2/9 | Sunday | 3:00-3:30PM | & | 2/10 | Monday | 3:30-4:00AM |
| 2/22 | Saturday | 12:00-12:30PM | & | 2/24 | Monday | 12:00-12:30AM |

**All times listed are Eastern, Pacific airings run three hours earlier**

**1997 SUPERCROSS**
**FEBRUARY 1997 SCHEDULE ON ESPN2**

| | | | |
|---|---|---|---|
| **EASTERN TIME** | | | |
| Seattle, WA | 2/7 | Friday | 9:00-11:00PM |
| (repeat) | 2/9 | Sunday | 11:00AM-1:00PM |
| Indianapolis, IN | 2/21 | Friday | 7:30-9:30PM |
| (repeat) | 2/24 | Monday | 12:30-2:30AM |
| Atlanta, GA | 2/28 | Friday | 7:30-9:30PM |

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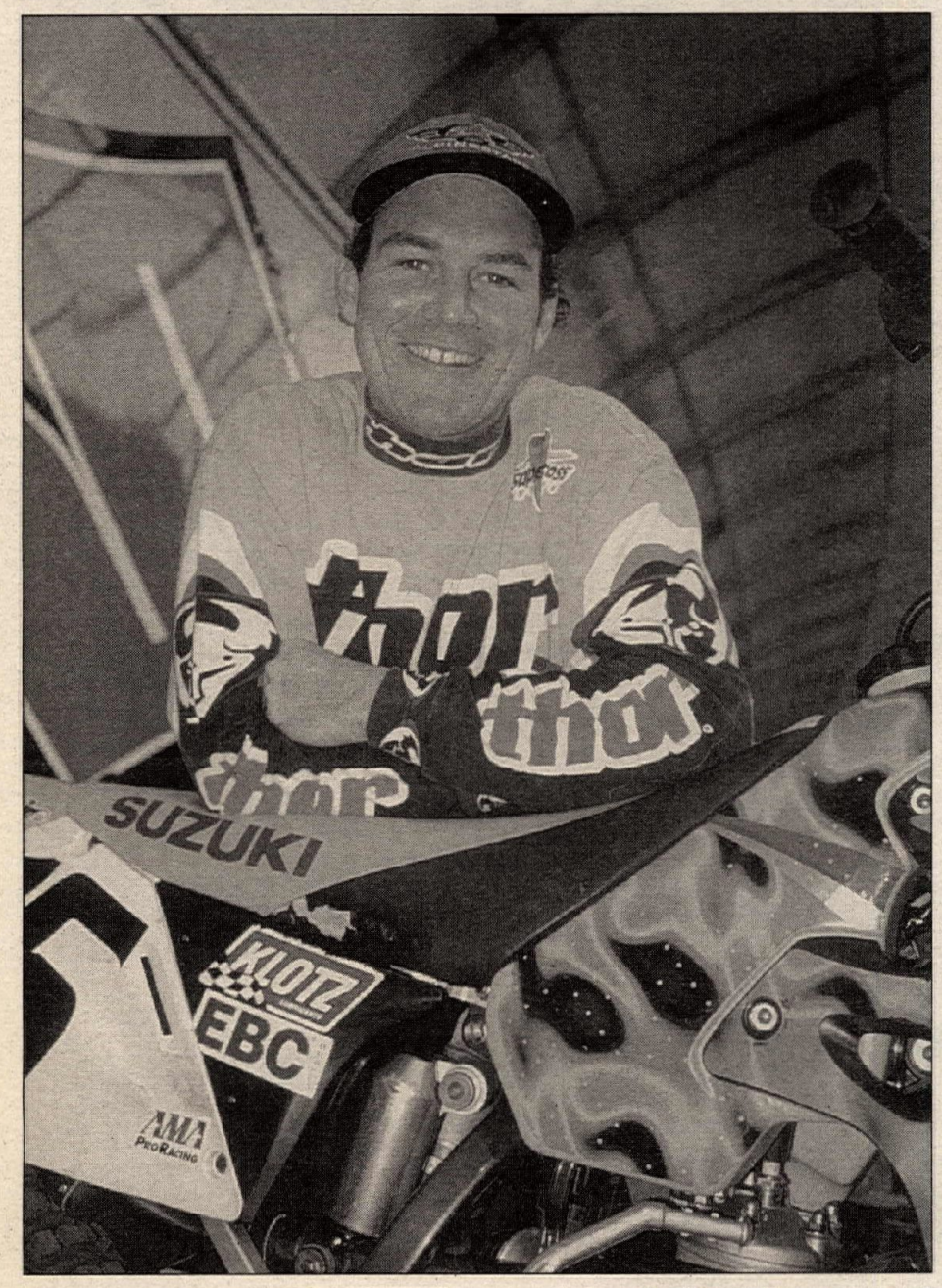
INTERVIEW

## Suzuki of Japan's Kyle Lewis

# Culture shock




**By Cameron Coatney**
**Photos by Kit Palmer and Karl Ockert**

Kyle Lewis has finally made it to the big time - sort of. After nearly 20 years of fighting through the mini ranks, local motocrosses, high-profile National series and numerous injuries, the Rosamond, California, resident has finally landed a full-on factory ride with Suzuki of Japan to contest the 11-race Japanese National Motocross Series.

It's a given that a factory ride here in the United States would be the ultimate, but a deal like this is the next best thing. After all, the guaranteed money can't be bad and neither is the fact that he will be riding a factory Suzuki works bike - there are no production rules to speak of in Japan.

He will be following in the footsteps of Ronnie Tichenor and Jeff Matiasevich, two expatriates that have done America, and their employers Suzuki and Kawasaki of Japan, respectively, proud by winning championships - just what they were hired to do.

Lewis, has the same goal in his sights for 1997 and has been riding the opening rounds of the AMA Supercross Series in preparation before heading to Japan for more testing in early February. We were able to catch up with Lewis just before the Seattle Supercross and spoke with him about his motocross career and future.

**Even now, when most people think of Kyle Lewis they still remember you as that Noleen Yamaha rider that won a few Mickey Thompson Ultracross Series Championships. You've had a long relationship with Noleen, how did that come about?**

I've was with Noleen since the beginning of 1991. I actually busted my wrist at the end of 1990 and I signed my deal with Noleen with a broken wrist. I broke it while practicing. The bike bogged on a step-up-step-down jump and I snapped it in seven places just behind the joint. I didn't need surgery, though, I got lucky.

**Is that when you started riding the Mickey Thompson Series? Whose decision was that?**

Yes. Clark (Jones) had a big effort from Yamaha then and his effort was to do the Mickey Thompson Series because Jim Holley was riding for Yamaha. He (Holley) had won the series, I think, a couple of years. Kawasaki was putting up a good effort there also, so Yamaha wanted to compete there. Mike Craig was doing pretty good there and I think he won a championship in '90 or '91. Then Noleen started competing against Kawasaki in '91. I won the Ultracross Championship in '94 and '95 and won more than anyone in '93 but missed some of the early season due to injuries.

**How would you characterize racing in the Ultracross series compared to racing an AMA National or Supercross?**

For Nationals, there's no comparison - they're 30 minutes plus two laps while the Ultracrosses were really short. In Supercross, you've got jumps but they were steeper in Ultracross. It was still easier to do Ultracross, but it was more difficult, on the other hand, because it was more high-speed and flat and you had to hang it out a little more. You have to hang it out in both. They're both hard, but I'd say SX is a lot harder, but they just take different riding styles. You couldn't expect to go and think it's easy (Ultracross) because all of the jumps are steep because they are the back sides of the car and truck jumps. You had to set your bike up a little differently. With the inverted starting, there was no starting gate. You started with rubber bands with the fast guys in the back. So it always added to the excitement. You had to pass 18 guys to win and I ended up doing that quite a bit.

**Who were your teammates then?**

Larry Ward and Larry Brooks.

**How did you guys all get along?**

Fine. I don't have a problem with either one of them.

**Did you guys race together and trust each other pretty well?**

Yeah, of course. You have to trust everyone out there. I mean, we put our lives on the line every time we go out there. We can't go out there thinking you can't trust a guy. There are a couple of guys that get a little antsy and they don't really think, but, whatever. No one's out there trying to kill anybody. Both Larrys and I, we wouldn't try to take each other out and we'd try to pass each other cleanly and go on. We were probably even a little easier on one another.

**What were the highlights for the '94 and '95 seasons with Noleen Yamaha?**

Besides the Ultracross Championships, I podiumed at Hangtown (Sacramento) in 1994 and finished seventh. In 1995 I podiumed at Washougal and finished fifth in the series.

**In 1996, it seemed like you really came alive and were getting good starts, especially at the end of the National season when it counted. What can you attribute that to?**

I really don't think I had that outstanding of a year. I finished, I think, 16th in the Supercross Series because I was injured. I separated my shoulder at Daytona. I missed three races and when I came back, I came back too early and my shoulder wasn't strong enough and I'd just fall over. For the next four races I was way out of shape. I didn't gain any points and, basically, it was seven races I was out.

During the Nationals a lot of people were seeing me because I was on TV more. I think it had to do with the fact that I was in a lot of heated battles. There are a few tracks in the middle of the National season that I like a lot, and at the end of the Nationals there are a few tracks I don't care for. Plus, with the new deal with Suzuki, people were keeping their eyes on me a little more. Basically, I was out of my own truck and my mechanic Shane (Drew) and I had the truck to ourselves and we went racing. Clark (Jones) at Noleen had other deals he was working on, so we didn't have the pressure of the big team, or truck, or the fans and we just went racing and had fun.

**Did your support significantly drop from Noleen for that year then without the big team effort?**

The support wasn't any more or any less. It was the same. Yamaha supplied us with the bikes and parts and Noleen basically had a budget to support the riders, which last year was just a rider - me. It was the same effort but on our own. It wasn't so much of Clark (Jones) going to the races every weekend.

**Earlier you mentioned that you like some of the National MX tracks and aren't so fond of the others. What's the lowdown there?**

I like Unadilla (New York). I seem to ride well at Hangtown (California). Glen Helen (California) was a good track. It was a little fast but I seem to ride fast tracks a little better. I like Red Bud (Michigan) and it's toward the middle of the Nationals. I always seem to ride well at Washougal (Washington) because it's high speed even though it's not particularly one of my favorite tracks.

Unadilla, by far, is my favorite track out there. It's just a real track. There's no crap - in the way. There's just rocks and ruts and hills and bumps - no man-made jumps. I liked running Budds Creek (Maryland) backwards this year. Troy (Ohio), is ridiculous. It's the dumbest National track on the circuit. It's a Supercross and should be part of that series. At 30 minutes plus two laps - none of those promoters would even go over one of those jumps out there, let alone do it for 30 minutes. There's just too much room for error as far as I'm concerned. I never do good there and I probably never will. I just always seem to shine at the tracks I like and it seems to be right before contract time, so it's always been good for me.

**When did you find out that Suzuki was looking at you for the Japanese job and were you looking at any other offers at the time?**

I had spoken with a couple other people, but the Suzuki offer came around at Budds Creek and I felt that being with a team would be to my benefit. You always hear that Suzuki isn't the team to be on or whatever, and a lot of guys were bitter when they left. But I don't have anything but good things to say. They treat me fair.

**Who was it that approached you for the Suzuki of Japan ride?**

Actually, the first person that asked me if I'd be interested was my father-in-law, the truck driver for Team Suzuki, Bob Wright. He said that Hide (Sezaki) wanted to know if I'd be interested in riding for them in Japan. I said, 'Yeah, I'll listen to anything anyone has to say.' A week and a half later, I spoke to Roger DeCoster about it, and it went from there and we worked out a deal.

**Was Roger DeCoster the main person working out the deal with you?**

He started it and it left him and went through Hide Sezaki and Suzuki of Japan. I signed my contract just after the first of October.

**Is it a pretty good deal for you?**

Yes, it's good. It's not awesome but it's a lot better than going out and fighting for the money like I was doing with Noleen, because I didn't get a salary with them. So now I have guaranteed base money and there's an opportunity to make money on top of that with bonuses. It's a good deal that couldn't have happened at a better time, because I just had a little girl, Kelsey. I can concentrate on my riding a lot more since I don't have to worry about making money. It's almost too good to be true for me because I didn't do anything outstanding last year, but I felt that I always tried hard. I think I'll be able to do well for Suzuki over in Japan.

**Are you going to live in Japan during the season?**
No, I will be flying back and forth for races. It's only 11 races and it's only about three more hours of flying than a normal race weekend for me over here. A normal race weekend here is about six to eight hours and it's only a 12-hour flight with no stops to Japan. To go back east (for Nationals or SX), when I leave LA in the morning I don't get back east to my hotel room until later in the evening. And I only have to do it 11 times not 28.

**Will your family be traveling with you?**
Yeah, Suzuki is really helping me out there and we've got a deal that allows them to travel with me. That's really going to make a big difference since I won't miss my daughter so much. Plus she gets to go over there and see a different culture. Not very many people get to do that, and she gets to do it at a young age.

**You've seen Tichenor and Matiasevich go over and win championships. What do you think your chances are going to be like and who do you think will be your main competition?**
Well, I'd have to be foolish not to think that Jeff (Matiasevich) wouldn't be my competition - he knows the programs, he knows the tracks. There are a few other Japanese guys that go pretty fast. I know that Kawasaki's guy Endo (Masanuri Enomoto) and Yamaha's Kohji Ohkawara are pretty good. I don't know the Honda guys' names but I've heard that they got pretty fast. But the main competition is going to be myself. Take care of business is all I need to do - let my ability take over. The bikes are awesome and I just need to go there and work hard, and not pay attention to other people, just myself.

**Have you raced with Matiasevich much before and do you know what to expect from him?**
Yes. He's an aggressive rider. He will definitely show you the wheel. That's for sure. I have a much different attitude now if someone wants to get physical with me. I'm not going to initiate it. I don't think that's the way racing needs to be done, but if they want to do that - then fine. There's always another weekend and people need to think about that. There is always another weekend to get someone back. But Jeff is a tough competitor and he's capable of going fast. Everyone keeps saying, 'you're in way better shape, you're going to smoke him,' but I don't think like that. I just need to work hard and, hopefully, I'm working harder than him. Then, the races will be easy.

**What do you know about the tracks over there and how do they compare to ours?**
I went testing on one on the first of December. They seem to be OK - kind of high speed and not too difficult. The high-speed part is good for me because that's my preference anyway. Hopefully the tracks are firm because I like more of a harder base. I don't mind riding in soft sand, but I'm more of a hardpack rider.

**Is that due to the fact that you grew up riding in Southern California?**
Actually, I grew up riding sand at Indian Dunes (California), but I've grown accustomed to riding the harder surfaces.

**How are your new bikes and how do the new Suzukis feel compared to the Yamahas that you've been on for so long now?**
It's not fair to compare my bikes to the Yamaha because I wasn't on a works Yamaha. My bike is completely different - I can't even ride it here in the States. So it wouldn't be fair to compare them.

**What about the bike you're riding now in the States with the parts from Suzuki of Japan?**
It's all based on the production rules, so I'm basically running last year's works suspension and motor stuff that they prepared for me. That's about it. I put some Pro Tapers and Applied triple clamps on it and I'm going racing. I changed to a Twin Air filter to get it breathing a little better. I don't have the ignition, or the big brakes, or a special carburetor or anything like that.

**How do you feel about your Supercross results so far this year?**
I'm a little bummed out because I'm riding a lot better than my results are showing. Unfortunately, I've been stuck in the back. I crashed running seventh at the second race and I was right on the guys in front of me, pressuring them and they weren't walking away. I feel like I need to have a couple things go my way and I'll be stoked.

**Since you'll be flying back and forth to Japan, are you going to keep this bike together and try to do more of the AMA Supercross races or Nationals that don't conflict with your schedule?**
I have two practice/race bikes here and I may do the Gainesville (Florida) National, which is tentative. I'm going to do Hangtown (California) because I have a bunch of friends up there and a lot of people are going to drive up there and see me ride. I always seem to do good there. I'd like to do Glen Helen (California), but unfortunately I have a race in Japan the same weekend. I'm going to have to stop riding the Supercross Series after the fourth round in Seattle.

**Do you think you can win the Japanese Motocross National Championship?**
Yeah, I feel I have good equipment and everything is going for me right now - my bikes are good, my endurance is up, so there's no reason I can't go over there and win the championship. There's no problem with me going over there and hammering out 30-minute motos.

**Do you feel you can spend more time training now with the factory contract?**
It's not so much the training, but it's the fact that I won't have to worry so much about doing good to pay the bills.

**No more headaches lining up your travel and stuff?**
It wasn't like that with Noleen, though. At Noleen I had a pretty good deal where they took care of a lot of that stuff. I was pretty comfortable there, but nothing was guaranteed every month. I had to go earn my money. Which is not bad - everyone has to earn their money.

**(Left) Kyle Lewis has never been afraid to mix it up with the big boys of motocross. Here he battles with defending 1995 250cc National MX Champion Jeremy McGrath on his Noleen Yamaha in Unadilla, New York, during the '96 season.**
**(Below) This is Lewis in action at the '97 Seattle Supercross, where he finished ninth on his new Suzuki. Lewis is off to Japan for '97 to ride works Suzuki RM250s in the Japanese National Motocross Championships.**

But when you have a salary it makes it a lot easier. I'm have fun now and I'm really not used to feeling this way...it's a weird feeling. It makes it a lot easier to wake up in the morning when I'm getting paid to go running, go to the gym or got practice. Before, I would wake up because I had to do it and it gets old. Now I do it for two reasons - primarily for my family and then, secondary, because I want to do good.

**How much longer can you keep racing?**
I can't answer that. I don't feel 26 - I feel like I'm in good shape. Providing I don't have a serious injury, I feel I can go a long ways more. Look at Dowdy (John Dowd), he's 31 or 32 and he's strong. It's just all a matter of will and desire, I think. Anything you want to do you can do.

**Is there anyone out there you'd like to thank for helping you attain some of these goals you've reached?**
I'd like to thank my parents because they went without a lot for me when I went through the mini ranks. My whole family - my mom, my dad, my sister and everyone backed me. I need to thank my second family, the McFarland family. Bob (McFarland) is like my second dad, he's my chiropractor, he's kept my body together and he still does to this day. I couldn't have done anything without him, that's for sure.

In 1990 I was at a low - I had nothing and was flat broke and Danny Rubio helped me out a lot. I don't talk to him very much anymore but he knows that he helped me and I sure realize that he helped me, and I appreciate that. I was at a serious low in my life and he kind of gave me a jump-start again.

I'd like to thank my fiancee Kathy, we're getting married February 8, she goes through all my moods before the races - I get kind of uptight and short sometimes. We're always getting ready to go somewhere and I spend a lot of time away from her, and she puts up with that. She has to raise our daughter Kelsey by herself sometimes when I'm on the road for five days at a time and it's got to be tough. She's been 100 percent behind me four six years and I have to thank her for that.

I have to thank Yamaha, Clark Jones and Bill Kapalkoff of Noleen. They basically got me this ride and they've kept me going since '91. Six years is a long time to support someone. My sponsors have always taken care of me. All my friends, they go out and buy their stuff - this is a pretty expensive sport and I've always had the best equipment possible. I've been helped out immensely and I can't thank them enough. I'm happy that I haven't had to go to a 9-to-5 job and they've kept me there, and I have made a decent living.

I don't think I'm above anyone because I can ride a motorcycle fast. That's not what I'm about - I'm a person. I put my pants on the same way everyone else does - one leg at a time. CN

(Left) World Champion Michael Doohan picked up where he left off and was the quickest of the 500cc men at Phillip Island. (Above) Rainey Yamaha's Norifumi Abe was the quickest non-Honda rider, despite a crash.

# DOOHAN AND HONDA LEAD THE WAY

(Above left) New teammates Luca Cadalora (left) and Troy Corser (right) discuss the Promotor Yamahas. (Above) Alex Criville finished just off teammate Doohan's pace.
(Left) Aprilia's Loris Capirossi was the quickest of the 250cc riders in his return to the class after a year of 500cc GP racing with Wayne Rainey's Yamaha team.

**By Ken Wootton**
**Photos by Lou Martin**

PHILLIP ISLAND, AUSTRALIA, JAN. 28 - FEB. 1

Three-time World Champion Michael Doohan returned to work with a vengeance last week when he recorded the fastest time during the season-opening IRTA "winter" tests at Phillip Island in Australia.

Doohan completed 193 laps of the 2.759-mile circuit throughout the test period, logging a best time of 1:33.6 to finish 0.96 second inside the lap record of 1:34.56, set back in 1990 by then-teammate Wayne Gardner.

"We're taking it pretty steady, so I'm happy with those times," Doohan said. "We've been able to lap consistently in the 33s, and I believe that will be the race pace in 1997. Going out near the end of the session and ripping off one fast lap doesn't mean anything..."

But while Doohan was all smiles, three-time 250cc World

**(Above) Aprilia teammates Tetsuya Harada and Capirossi. (Right) Max Biaggi had his first outing on the 1997 Honda NSR250, but was well off the pace. (Below) Doohan and Criville have patched things up since their year-end crash in the Australian Grand Prix.**

Champion Max Biaggi kept himself locked away in the team's garage. The best time the Italian could manage on the Kanemoto Honda NSR250 was a 1:37.00, some 1.6 seconds slower than the fastest of the 250cc riders - Aprilia's Loris Capirossi, who lapped at 1:35.4.

But while Biaggi was not forthcoming with comments on his new mount, Chesterfield Honda team manager Herve Poncheral, in the neighboring garage, was more approachable.

"It is the chassis of the '97 Honda we are working on, and getting the suspension right," Poncheral said. "When the chassis is right, riders will always complain about the engine and a lack of power, but that is not the case. Oliver (Jacque) hasn't been to Phillip Island before, so we have to take that into account too."

Behind Capirossi, the next best were fellow Aprilia riders Tetsuya Harada and Marcellino Lucchi and Honda's Tohru Ukawa - all lapped at 1:35.80.

Then came Stefano Perugini on the Nastro Azura Aprilia at 1:36.80, just clear of Frenchman Jacque with a 1:36.90 on his Chesterfield Honda NSR250 and Noriyasu Numata on the factory Suzuki RGv250, also at 1:36.90.

Numata's teammate on the Dutch-managed Suzuki team is Englishman Jamie Robinson; the Brit's best effort was a 1:38.90. Two-time 125cc World Champion Haruchika Aoki recorded a best lap of 1:37.50 on his 1997 Honda NSR250.

It was a Honda blitz of the 500cc time sheets with Doohan's Repsol Honda teammate Alex Criville second fastest with a lap of 1:33.80, followed by surprise packet Takuma Aoki on the Repsol Honda NSR500V twin at 1:33.90.

Then came the first of the Yamaha riders, Norifumi Abe on the unsponsored Team Rainey YZR500 at 1:34.40. Fortuna Honda's Carlos Checa and Promotor Yamaha's Luca Cadalora were next, recording identical 1:34.7 lap times.

Although his teammate Alberto Puig didn't make the trip to Australia due to illness, Checa wasted no time in commencing his own 1997 title assault, completing 297 laps over the four days - over 100 more than Doohan. Checa's bike was the only full '97 spec NSR500 in attendance, and although he hadn't tried the "Mick engine," the Spaniard was more than happy with his current setup.

"I'm having enough trouble with the old engine, let alone one that's harder to ride," Checa said with a grin.

World Superbike Champion Troy Corser had his first serious outing on the Power Horse YZR500, and both he and Promotor team manager Davide Tardozzi expressed satisfaction with his best time of 1:35.20.

"We're taking care that Troy doesn't go too fast too soon," Tardozzi said. "He can ride harder when he knows what he's doing."

Corser found the major difference between a superbike and the GP bike was in the throttle response.

"On a superbike you move the throttle a lot to get a little, but on a 500 a little movement is a big movement, if you get what I mean," Corser said.

Weather conditions varied throughout the four-day test, with all but Abe recording their fastest times on day four when the strong winds of earlier in the week abated.

The times set by the leading Honda riders were impressive, considering the HRC squad (500 and 250) elected not to ride on the opening day. Adding even more credence to the Honda times was the variety of machinery.

Doohan was using a 1996 chassis with a "new style" NSR500 engine, Criville had a similar chassis but with a 1996 "big bang" engine, Aoki was on the factory twin (although his best time came with a tow from Doohan) and Checa was aboard a full 1997 NSR500 lease bike.

Doohan and Criville both clocked speeds of 181.04 mph just prior to turn one, but said the headwind was knocking six mph off the top speed expected in October's Australian GP at this same venue. Both riders only had one bike each to practice on, using this opening session to try tire and suspension combinations.

"I'm using the new-style engine - it's more fun to ride, although it's a bit more savage," Doohan said. "It wouldn't suit everyone, as it's harder to ride - but I'm looking forward to remaining competitive but perhaps heading 500 development off in a new direction."

Doohan's chief mechanic Jerry Burgess emphasized that the engine is "not an old design" as the press has implied.

"We've learned some things over the past few years and we've applied that to a new design," Burgess said. "It's different to what everyone calls the "big bang" engine, but it's not a pre-1992 design."

The one thing that was new on both Criville and Doohan's bikes for '97 was the bodywork, which was plain black carbon-fiber for the Phillip Island tests.

Criville is a past winner at Phillip Island, claiming victory in the 1989 125cc Grand Prix to clinch the World Championship.

"I like the circuit - it has good memories," the Spaniard said. "It's a little bit bumpier, but not much - the major difference is the speed of the 500. It's much faster."

Tadayuki Okada was also present for the test, but crashed heavily on day three when he got off line at Lukey Heights, injuring his neck and wrist. He sat out the final day and his best time in two days of testing ended up being a 1:35.30.

"Tady has found the jump from a twin to a four bigger than the jump from the 250 to the 500 twin," team manager Simon Bleasdale said. "You can't impose your will on a 500 four like you can on a twin."

Abe was another of the 500cc riders to crash, but he escaped without injury. The four Yamaha riders present were on 1997-spec bikes, with Cadalora commenting that the YZR500 felt just like the bike he raced in 1995, but with more power. As the Italian won more races on the Yamaha than he did on the Kanemoto Honda NSR500, this must be a promising sign.

Team owner Wayne Rainey was putting on a brave face with the sudden loss of the Marlboro sponsorship, his bikes sporting hastily covered logos. The local government regulations forbid tobacco advertising anyway (unless dispensation is asked for), but in the case of Team Rainey every possible Marlboro logo or decal was totally covered - and not just the lettering (as was the case with the Chesterfield bikes).

"It was very sudden, but we've got a factory team, two riders, and it's business as usual," Rainey said. "We only signed Sete (Gibernau) this week, and he's been brought in to help with development - he's ridden for me before and will be an asset to the team."

Rainey was adamant that his team was the official Yamaha factory squad.

In the garage next door, however, Power Horse team manager Davide Tardozzi had a different view.

"We are now the official Yamaha factory team, and will be known as Yamaha Promotor," Tardozzi said. "You only have to look at where all the Yamaha factory personnel are..."

Rookie Corser was pleased with his times, even if they were slightly slower than his best recorded times on the Ducati Superbike - a 1:34.20 in pre-season testing last year.

"Every time I go out the bike is different - I'm just trying to find out what effect changes in ride height and suspension have," Corser said. "The team is comparing computer data from Luca's bike, but other than that I haven't been asking for his settings."

Abe was not perturbed by his "single rider" status in Team Rainey, with Gibernau very much the junior member.

"Team Rainey is not the only Yamaha team," he said. "Luca and Troy are on the same bike, so information is not a problem."

The IRTA Winter Test squad now moves to Malaysia to continue testing at Shah Alam, although HRC won't be attending any more mixed test sessions.

"We're back at Phillip Island in two weeks with our full '97 bikes, so we'll back-to-back them with the things we've learned here," Doohan said. "Then we've got a test at Eastern Creek and another at Shah Alam before the season gets under way."

Looking fit, relaxed and enthusiastic, Doohan's pre-season form suggests he'll be just as hungry for title number four as he was for his first championship. His Phillip Island test showed he's lost none of the drive for pushing a 500cc V-four to the limit.

"I'm looking forward to this season, developing a new bike and hopefully winning a few races along the way," Doohan said. "I'm surprised how quickly I've got back into it these past few days - I really enjoy riding this bike." CN

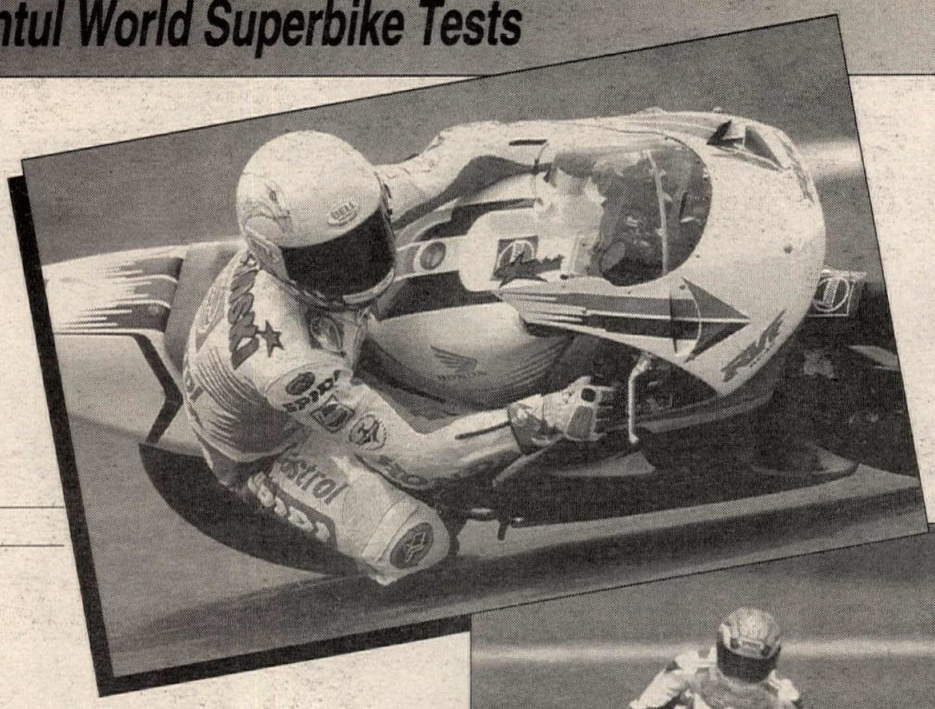
## Who did what

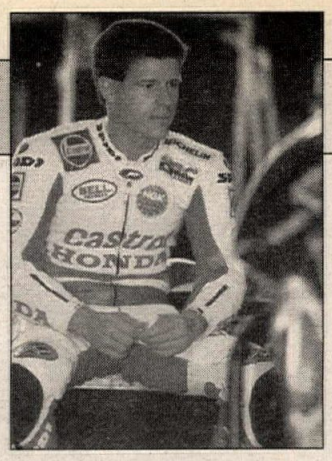
| | | |
|---|---|---|
| **500cc** | | |
| Michael Doohan | Honda | 1:33.6 |
| Alex Criville | Honda | 1:33.8 |
| Takuma Aoki | Honda | 1:33.9 |
| Norifumi Abe | Yamaha | 1:34.4 |
| Carlos Checa | Honda | 1:34.7 |
| Luca Cadalora | Yamaha | 1:34.7 |
| Troy Corser | Yamaha | 1:35.2 |
| Tadayuki Okada | Honda | 1:35.3 |
| Sete Gibernau | Yamaha | 1:36.9 |
| **250cc** | | |
| Loris Capirossi | Aprilia | 1:35.4 |
| Tetsuya Harada | Aprilia | 1:35.8 |
| Marcellino Lucchi | Aprilia | 1:35.8 |
| Tohru Ukawa | Honda | 1:35.8 |
| Stefano Perugini | Aprilia | 1:36.8 |
| Oliver Jacque | Honda | 1:36.9 |
| Noriyasu Numata | Suzuki | 1:36.9 |
| Max Biaggi | Honda | 1:37.0 |
| Haruchika Aoki | Honda | 1:37.5 |
| Sebastian Porto | Aprilia | 1:37.6 |
| Jamie Robinson | Suzuki | 1:38.9 |
| Franco Battaini | Yamaha | 1:39.5 |
| Osamu Miyasaki | Yamaha | 1:42.4 |

## Sentul World Superbike Tests

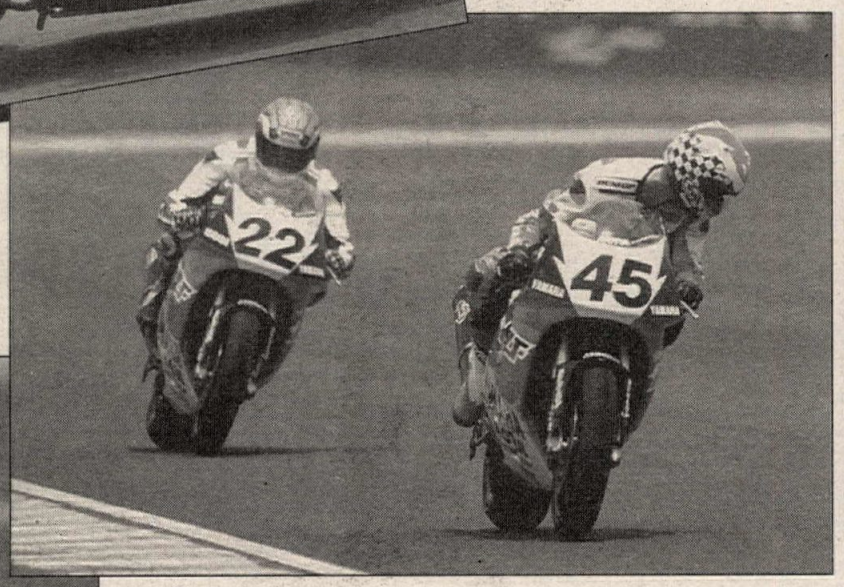
# The first shot

By Paolo Gozzi • Photos by Gold & Goose



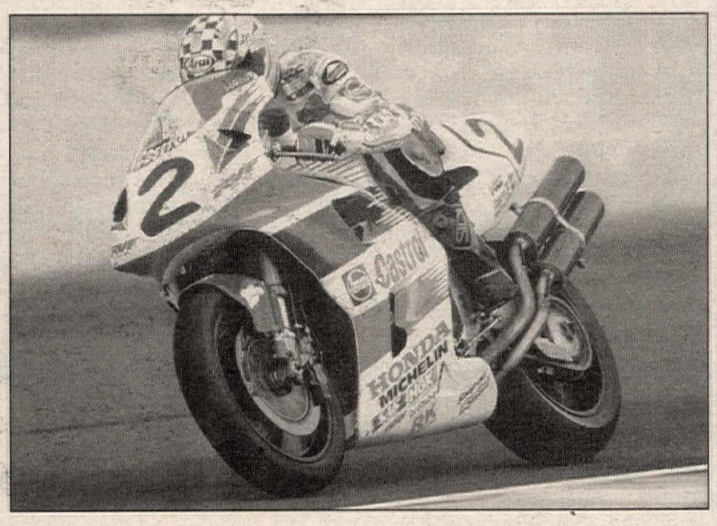


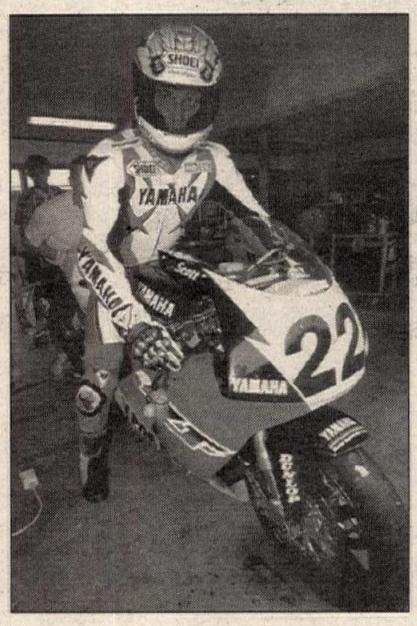
(Left and above) John Kocinski was the man in the opening World Superbike pre-season test session in Sentul.



(Right) New Yamaha teammates Colin Edwards II (45) and Scott Russell (22) turned in respectable lap times, despite using what were mostly last year's YZFs.

(Left) Simon Crafar had his first outing for new team owner Harald Eckl and the German Kawasaki team. He was joined by Akira Yanagawa on the ZXRs.





(Above) Aaron Slight was second quickest, just behind his new teammate Kocinski.
(Left) Russell and his new ride.

SENTUL, INDONESIA, JAN. 29-31

Castrol Honda's John Kocinski fired the first shot in the battle for 1997 World Superbike Championship bragging rights, setting the fastest time of the first winter test session at the 2.46-mile Sentul circuit.

After a season of difficulty with the Ducati squad in 1996 that culminated in a still-respectable third in the championship, Kocinski seemed eager to prove he can succeed with his new RC45 and Castrol Honda team. The Little Rock, Arkansas, native posted the best time of the test, a 1:28.529, on the second day of testing, in addition to being the fastest rider on each of the three days. Kocinski's 1:28.453 personal best at the track was set at the August round last season under similar weather conditions as this test, while the track record is held by Carl Fogarty with a time of 1:28.064, set in 1994.

The former 250cc World Champion was all business, having little interest in fielding questions about his new ride. "You need to ask my chief engineer, Mr. Kagami," was Kocinski's response to inquiries by the international press.

Both Kocinski and his teammate Aaron Slight rode principally unchanged 1996 RC45s and the team concentrated primarily on suspension settings for the Showa components in an effort to improve handling, still Slight's principal complaint about the machine. The '97 machines will undergo their first tests during a closed-door session at Phillip Island in early March.

"We're trying to improve how the suspension works," said Slight, who was second fastest with a 1:28.601. "Sentul is an easy, flat track and we haven't had problems here in the last three years. I'm waiting specifically for the test at Phillip Island because at that track - fast and a lot of elevation changes - we need better handling, especially at the front end."

As to his relationship with his new teammate, Slight said: "At this moment everything's okay. I can go to lunch with him, but when the championship begins, things will be different. I don't want to be the 'good guy' anymore."

Leading the Yamaha factory effort was Texan Colin Edwards II, who set his best time of 1:29.345 on the final day of testing before the day was cut short due to rain. Edwards' effort was good enough to give him the third-best time in front of his new teammate Scott Russell, who turned in a 1:29.614 on day two of testing.

The test was particularly important for Russell, who hadn't raced a superbike since the Daytona 200 last year and is still coming to terms with the YZF750.

"Considering the fact I'm not in very good shape right now I think my times are good," Russell said. "The bike is good and works great. I'm very confident about my '97 season - I didn't come back to World Superbike to finish second."

After a season of positive development in 1996, Edwards too was optimistic.

"At the end of last season our bike was very close to the Honda and Ducati and our work at these winter tests will be to find the little we need to win," he said. "We're going the right way."

Part of the Yamaha program at Sentul was to test new Brembo brakes - in place of the usual Nissin setup - a process which was undertaken by test rider Noriyuki Haga, who used both Edwards' and Russell's spare machines. The team also expects to test a new swingarm at Phillip Island.

After suffering a crash in the chicane on the first day, Haga set a 1:29.911 - fourth fastest - on the final day of testing.

The official Kawasaki effort arrived with new team manager Harald Eckl at the helm and the team posted the slowest times at the test, with both returning rider Simon Crafar and Akira Yanagawa failing to break into the 1:29s.

"The engine is the same as last year and I need more power to challenge the Honda, Ducati and Yamaha," Crafar said. "I hope to have one this season."

Eckl's experience is in the two-stroke-dominated Grand Prix world and in an effort to retain some continuity and experience from the Muzzy era, he has hired two mechanics from the previous season. "This world of four-strokes in new to me and my mechanics," Eckl said. "Because of this I have requested to have two mechanics that worked with the Muzzy team last year - they know both the bikes and Crafar very well. For this test we have two '96 ZX7RRs with spare engines. The new bike will arrive in March and we will have two days at Eastern Creek before the Australian (round) to prepare our bikes. Right now we only have a new swingarm and new exhaust system.

"I'm very surprised by Yanagawa," Eckl continued. "This guy is very fast and very intelligent. He could be a very pleasant surprise in the '97 season."

Notably absent from the Sentul test was Fogarty and the factory Ducati team run by Virginio Ferrari.

"We prefer not to test at Sentul because the track is very easy (on the machine) and we don't get very good data to improve our setup," Ferrari said. "The '97 engine has been tested with very good results in December by (Pier-Francesco) Chili and Fogarty at Vallelunga and Misano. By excluding Sentul, we had more time to prepare our bikes to be ready for testing at Phillip Island." CN

## The times

| | Jan. 29 | Jan. 30 | Jan. 31 | Total laps |
|---|---|---|---|---|
| 1. John Kocinski, Honda | 1:29.635 | **1:28.529** | 1:28.708 | 77 |
| 2. Aaron Slight, Honda | 1:30.007 | **1:28.601** | 1:28.972 | 74 |
| 3. Colin Edwards II, Yamaha | 1:30.157 | 1:29.529 | **1:29.345** | 88 |
| 4. Scott Russell, Yamaha | 1:30.778 | **1:29.614** | 1:29.681 | 81 |
| 5. Noriyuki Haga, Yamaha | 1:32.235 | 1:30.180 | **1:29.911** | 60 |
| 6. Simon Crafar, Kawasaki | 1:32.012 | **1:30.159** | 1:30.308 | 90 |
| 7. Akira Yanagawa, Kawasaki | 1:31.426 | 1:30.785 | **1:30.696** | 79 |

All official times supplied by SBK International Ltd.

# WINDHAM on fire at Sun Devil Supercross.

**Kevin Windham** is keeping the fire on the competition with his **Yamaha** YZ125.
**First, he blazed his way to a heat race win.**

Then he turned up the wick even more,
**by taking the main event to re-claim his 125cc AMA Western Region Supercross series points lead.**

In the 250 class, **Doug Henry** kept his fire going too, despite being stuck in a first turn pile-up.

**Henry** re-lit his YZ250 in 17th place and **burned his way through the pack to finish sixth and keep his Supercross series points lead.**

**Congratulations guys. The heat is on!**

**YAMAHA**

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Rounds 17 & 18: Niagara Falls Convention Center

# ANTUNEZ TOPS THE FALLS

By Lance Bryson
Photos by Andy Lueth

NIAGARA FALLS, NY, JAN. 24-25

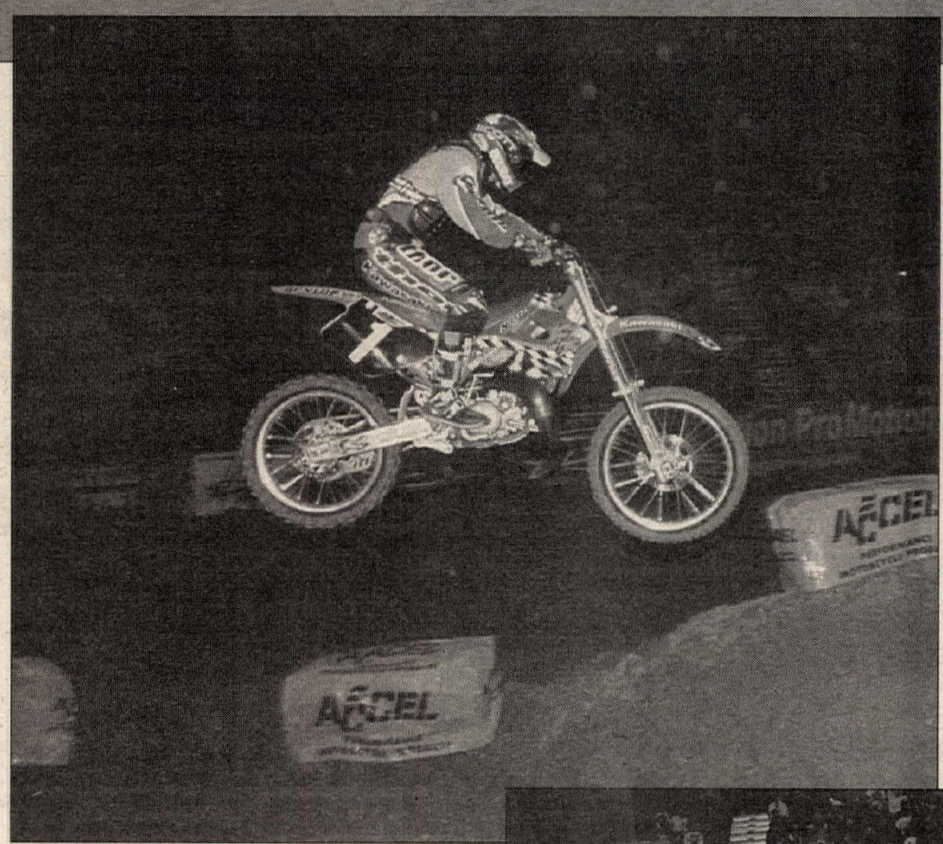
Near-blizzard-like conditions didn't stop the sold-out show as the AMA/PJ1 National Arenacross Series by MSR/Answer visited the Niagara Falls Convention center, and they didn't stop Buddy Antunez's midseason podium assault either.

The Thor/Primal Impulse Honda-mounted Antunez picked up right where he left off last week, grabbing both main-event wins in the 250cc class to emulate his 125cc sweep in New Haven, Connecticut, and posting a 125cc win to further pump up his points lead. After 18 rounds, Antunez now leads the series by 12 points over his nearest competitor, F&S Suzuki's Cliff Palmer.

**FRIDAY**

Thor/Primal Impulse/Honda teammates Denny Stephenson and Antunez jumped to a quick lead in the 125cc main, with Chaparral Yamaha's Chad Pederson and defending series champion Jimmy Gaddis. Antunez displaced Stephenson on only the second lap and was never seriously challenged again as he bumped his 125cc win streak to three in a row. Pederson came after Stephenson during the early going and again in the closing stages of the race, but the Fort Dodge, Iowa, rider never quite had enough steam to derail the Thor/Primal/Honda rider. Pederson did hold on to finish third.

War was waged over the fourth spot as Gaddis and Palmer fought for precious series points. Palmer, who started the night only two points behind and one victory ahead of series leader Antunez, gave it his all in an attempt to pass Gaddis, but Gaddis was able to ward off each pass attempt to claim fourth place.



(Right ) Both Chad Pederson (25) and Cliff Palmer (6) struggled to find the top of the podium at Niagara. Pederson managed a third and a second on Friday while Palmer only carded a third-place finish on Saturday.

Kevin Crine once again proved to the competition that he is back from his season-shortening knee injury by grabbing the holeshot in the 250cc main with Antunez, Palmer, Pederson, Stephenson and SCR Yamaha's Jeromy Buehl rounding the first turn behind him. Buehl was the man on the move early. After posting the fastest 250cc heat race win of the night by over two seconds, he was looking for a podium spot. But it wasn't to be, however, as he went down one lap later, ending his chances for a good finish. Pederson then took up the slack and passed Palmer for the third spot.

Meanwhile, up front, Crine was building a noticeable lead, and it looked like Antunez would have his work cut out for him. But then Crine's early-season bad luck resurfaced as his engine died, handing the lead and the race win to Antunez. Pederson made a bid for the

(Above) Buddy Antunez (19) put together good starts and hard-charging rides to grab three of a possible four main-event wins during the AMA/PJ1 National Arenacross rounds at the Niagara Falls Convention Center.
(Left) Welcome home: Series champion Jimmy Gaddis finally put a win on the board. The Kawasaki Team Green rider cruised to Friday's 125cc main event victory.

win, but Antunez kept him at bay. Palmer was third with Nielson Enterprises, Brad Woolsey placing fourth ahead of Yamaha of Troy's Todd DeHoop.

**SATURDAY**

Another sold-out crowd braved the sub zero weather to see reigning series champion Jimmy Gaddis put his Thor/Kawasaki Team Green entry in the winner's circle for the first time this season. Gaddis' teammate Shawn Morgan jumped out to the early lead, but Gaddis looked like a man on a mission. Even so, he bided his time before finally taking over the lead from Woolsey on lap 12 of 16 and not looking back. Morgan stayed glued to Gaddis' rear wheel for the remainder of the race to give Team Green a rare 1-2. Antunez fought his way through traffic and challenged Morgan briefly before bobbling and falling into a sure third place at the line. Buell led Stephenson home as they carded fourth and fifth place, respectively.

When the gate dropped for the final 250cc main event, Antunez leaped out ahead of Stephenson and was never headed. Woolsey ran third, followed by Gaddis, who was the only rider to make a move, passing Woolsey on lap two before bobbling and losing more ground than he'd just made. Woolsey seized the opportunity to make a run at Stephenson for second place.

But Stephenson felt Woolsey's presence and picked up the pace. As the white flag lap waved, Antunez stole a quick glance over his shoulder to check things out only to find that his lead had been cut down to only a couple of bike lengths. His pursuers ran out of time, however, and Antunez crossed the line for the last of his three victories over the weekend. Stephenson, Woolsey, Palmer and Gaddis rounded out the top five. CN

**Niagara Falls Convention Center**
**Niagara Falls, New York**
**Results: January 24-25**
**(Rounds 17 & 18 of 26)**

**Friday**

**125 PRO:** 1. Buddy Antunez (Hon); 2. Denny Stephenson (Hon); 3. Chad Pederson (Yam); 4. Jimmy Gaddis (Kaw); 5. Cliff Palmer (Suz); 6. Kevin Krine (Yam); 7. Todd DeHoop (Yam); 8. Shawn Morgan (Kaw); 9. Andy Bowyer (Kaw); 10. Jeromy Buehl (Yam); 11. Brad Woolsey (Kaw); 12. Cliff Adoptante (Suz); 13. Trey Owens (Kaw); 14. Mark Burkhart (Hon); 15. Jeff Dement (Kaw).

**250 PRO:** 1. Buddy Antunez (Hon); 2. Chad Pederson (Yam); 3. Cliff Palmer (Suz); 4. Brad Woolsey (Kaw); 5. Todd DeHoop (Yam); 6. Denny Stephenson (Hon); 7. Jeff Dement (Kaw); 8. Jimmy Gaddis (Kaw); 9. Shawn Morgan (Kaw); 10. Jeromy Buehl (Yam); 11. Trey Owens (Kaw); 12. Tim Pustelak (Suz); 13. Andy Bowyer (Kaw); 14. Kevin Crine (Suz); 15. Mark Burkhart (Hon).

**DFC:** 1. Denny Stephenson (Hon); 2. Buddy Antunez (Hon); 3. Chad Pederson (Yam); 4. Cliff Palmer (Suz); 5. Mike Jones.

**Saturday**

**125 PRO:** 1. Jimmy Gaddis (Kaw); 2. Shawn Morgan (Kaw); 3. Buddy Antunez (Hon); 4. Jeromy Buehl (Yam); 5. Denny Stephenson (Hon); 6. Brad Woolsey (Kaw); 7. Jeff Dement (Kaw); 8. Chad Pederson (Yam); 9. Jimmy Wilson (Suz); 10. Todd DeHoop (Yam); 11. Andy Bowyer (Kaw); 12. Cliff Palmer (Suz); 13. Tim Pustelak (Suz); 14. Cliff Adoptante (Suz); 15. Kevin Crine (Suz).

**250 PRO:** 1. Buddy Antunez (Hon); 2. Denny Stephenson (Hon); 3. Brad Woolsey (Kaw); 4. Cliff Palmer (Suz); 5. Jimmy Gaddis (Kaw); 6. Shawn Morgan (Kaw); 7. Chad Pederson (Yam); 8. Andy Bowyer (Kaw); 9. Jeromy Buehl (Yam); 10. Jeff Dement (Kaw); 11. Trey Owens (Kaw); 12. Jimmy Wilson (Suz); 13. Tim Pustelak (Suz); 14. Cliff Adoptante (Suz); 15. Todd DeHoop (Yam).

**DFC:** 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Yam); 3. Denny Stephenson (Hon); 4. Buddy Antunez (Hon); 5. Todd DeHoop (Yam).

**AMA/PJ1 NATIONAL ARENACROSS SERIES POINT STANDINGS (After 18 of 26 rounds):** 1. Buddy Antunez (580/11 wins); 2. Cliff Palmer (554/9); 3. Chad Pederson (536/9); 4. Denny Stephenson (494/1); 5. Jeromy Buehl (373); 6. Andy Bowyer (319); 7. Todd DeHoop (311/1); 8. Shawn Morgan (307); 9. Grayson Goodman (304/1); 10. Brad Woolsey (303); 11. Mike Jones (214); 12. Jimmy Gaddis (195/1); 13. Trey Owens (192); 14. Ty Wallace (145); 15. Jeff Dement (141/1); 16. Barry Carsten (98); 17. Charlie Bogard (90); 18. Mike Kalin (80); 19. Tim Pustelak (74); 20. Cliff Adoptante (73).

**SBS DASH FOR CASH SERIES POINT STANDINGS (After 18 of 26 rounds):** 1. Denny Stephenson (26); 2. Buddy Antunez (25); 3. Chad Pederson (18); 4. Cliff Palmer (11); 5. Mike Jones (8); 6. Jimmy Gaddis (6); 7. Jeff Dement (5).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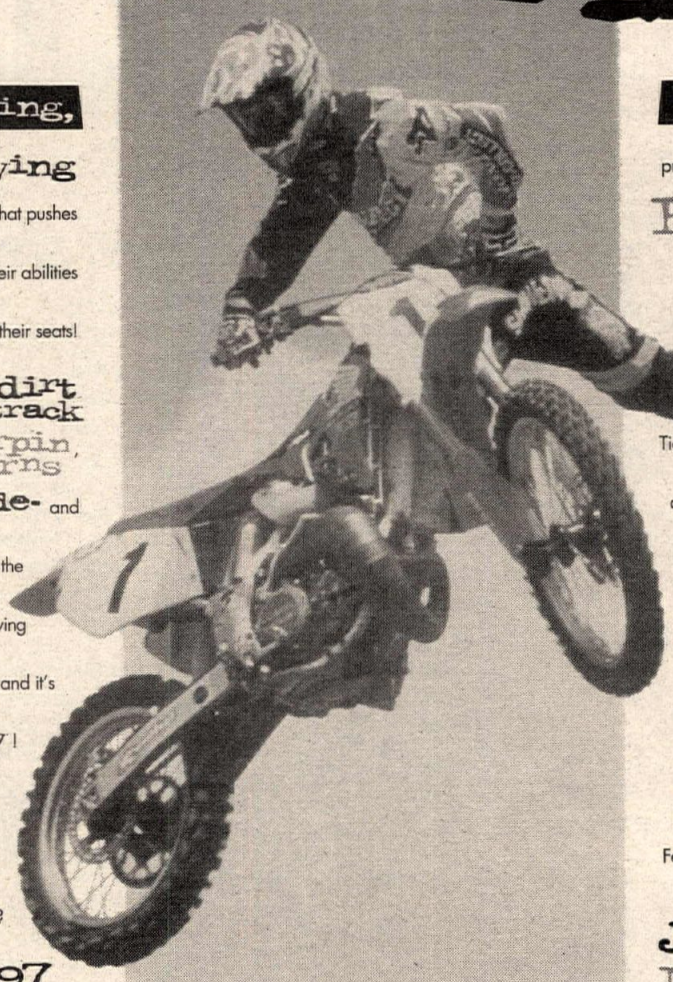

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RACE NOTES

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AMA Supercross Series
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250cc Winner
JEFF EMIG (Kaw)
125cc Winner
KEVIN WINDHAM (Yam)
Round 2, Los Angeles, CA
250cc Winner
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# Carmichael takes it all

By Mike and Anne Adair

GAINESVILLE, FL, JAN. 25-26

It was Ricky Carmichael's Welcome Home day during the final round of the Winter AMA Series at Gatorback and the Splitfire/Pro Circuit/Kawasaki rider disappointed no one by winning all four motos of pro competition.

"The final pro moto was the hardest," Carmichael said. "Keith Bowen had a good lead and was setting a fast pace. I wanted to win, but I had to think about the season ahead and not chance an injury. I used a lot of patience and finally found a passing opportunity."

The 125cc Pro series championship went to the round three and four winner, Paul Currie, who finished ninth in the final round.

"I guess the pressure got to me," Currie said. "I planned to ride for the win, but I kept thinking about a fall costing me the championship"

Currie had a busy weekend. The HSKS of Ocala-backed rider also won the 125cc and 250cc A championships.

Barry Carsten, who finished fifth overall en route to the 250cc series championship said, "I fell in the first 125cc moto, and that robbed me of any extra energy for the 250 class today."

Bromleys Cycle-backed Carsten also was awarded the Over 25 A championship.

Robbie Horton paced the first 125cc Pro moto ahead of Carmichael, Nicholas Wey, Ronnie Renner and Shae Bentley. Three of the pre-race favorites - Broc Sellards, Anthony Pocorobba and Keith Johnson - went down in a pileup in turn one.

"I had the first-turn lead," Sellards said. "But my front end tucked under. Pocorobba came right over me, and Johns and Carsten piled on."

By the second lap, Carmichael had passed Horton and was on his way to the win.

"I have not ridden much lately and was surprised to get the holeshot," Horton said. "Ricky was clearly faster, and after he passed me, I settled into a good pace. Near the end, my arms pumped, and Wey and Tony Lorusso caught me."

"Horton pushed me for a couple of laps then backed off," Carmichael said after scoring the moto win. "It feels good to be back in one piece and riding again."

Moto two was a Carmichael benefit. The talented young rider led flag to flag. Ownership of the second spot rotated between first Mitch Hodges, then Sellards and finally Johnson.

"I felt good after I caught Hodges," Sellards said. "But Johnson never backed off, and when I made a mistake he passed me."

"Carmichael was gone," Johnson said. "But the three of us pushed each other and pulled away from the rest of the pack."

Shae Bentley, by finishing fifth, won a three-way tie for second overall over Lorusso and Wey.

"The championship is great, but this is the worst that I have ridden since the opener," said Currie, who finished ninth.

Carmichael squeezed between Jason Thomas and Mike Kalin between turns one and two to take the first 250cc moto lead. At the end of lap one, it was Carmichael, Horton, Bentley, Sellards and Currie. At the halfway point Horton slowed and pulled off the track.

"I sprung a coolant leak," Horton said. "And the engine started to knock."

Bentley held the second position for two laps until Currie made his move.

"I trailed Bentley and then took him on the outside in the far-end sweeper," Currie said.

"I got away clean in that one," Carmichael said after winning the moto. "And I didn't have any problems."

Carmichael had a race on his hands in the final 250cc moto. KTM America's Keith Bowen beat Johnson, Dag Boyeson, Carmichael and Jim Neese off the gate and led the field over the dropoff.

"I finally got a good start and didn't plan to waste it," said Bowen, who held a good lead at the end of lap one ahead of the pack of Johnson, Carmichael and Boyeson. Horton was still in the pits, rebuilding his blown bike, and missed the race.

"I separated my shoulder last summer," said Neese, who faded from fourth to eighth by lap six. "And it has been a painfully slow recovery. I just started riding again."

**(Above) Ricky Carmichael blasted the rest of his competition in the weeds and gathered all four Pro class moto victories for two overall wins at the Florida Winter AMA MX Series finale. (Right) Barry Carsten (34) chases Mike Treadwell (77) in Pro class action. Carsten nailed down the series championship in the 250cc class with a fifth overall.**

(Left) Paul Currie (67) clinched the 125cc class championship with an off-the-pace ninth overall. (Below ) Keith Bowen unleashed his KTM four-stroke on the rest of the Vet Pro field, earning both moto victories for the overall win in the class.

**80 (14-15):** 1. Aaron Lindsey (Yam); 2. Chad Johnson (Kaw); 3. Ryan Davis (Kaw); 4. Jon Masters (Yam); 5. Josh Faustino (Suz).

**S/MINI:** 1. Aaron Lindsey (Yam); 2. Edgardo Rogas (Kaw); 3. Chad Johnson (Kaw); 4. Ryan Davis (Kaw); 5. Tyson Hadsell (Yam).

**125 (12-15):** 1. Ernesto Fonseca (Yam); 2. Matt Walker (Hon); 3. Jessie Ballard (Suz); 4. Branden Jesseman (Suz); 5. Robert Farnell (Yam).

**16-24:** 1. Justin Guthrie (Kaw); 2. Michael McAnelly (Kaw); 3. Randy Jernigan (KTM); 4. Eddie Ray (Kaw); 5. Eric Parham (Hon).

**25+ A:** 1. Barry Carsten (Suz); 2. Earl May (Kaw); 3. Dag Boyesen (Suz); 4. Pat Barton (Suz); 5. Tim Schnelynn (Kaw).

**30 A:** 1. Earl May (Kaw); 2. Pat Barton (Suz); 3. Tim Schmelyn (Kaw); 4. Mark Beamer (Suz); 5. Michael Tippin (Hon).

**35+ A:** 1. John Lundy (Suz); 2. Tim Eggers (Suz); 3. John Camelio (Kaw); 4. Rick Perry (Yam); 5. Tim Schonelyn (Kaw).

**40+:** 1. Kenneth Frankenberry (Kaw); 2. David Bowman (Suz); 3. John Ayers (Kaw); 4. Kevin Poole (Suz); 5. Barry Mayo (KTM).

**50+:** 1. Tom Bragg (Hus); 2. Gary Peak (Suz); 3. Gary Doggett (Yam); 4. Barry Mayo (KTM); 5. Frank Carillo (Hon).

**25+:** 1. Marcus Pedrero (Suz); 2. Steve Dumond (Yam); 3. John Choate (Hon); 4. Barrett Duchscher (Kaw); 5. Dell Ellanson (Kaw).

**30+ B&C:** 1. Tim Eggers (Suz); 2. John Canelio (Kaw); 3. Gary Grahan (Hon); 4. Ronald Meredith (Suz); 5. Mike McConville (Hon).

**125 B:** 1. Brandon Jesseman (Suz); 2. Brad Cannon (Yam); 3. Matt Walker (Hon); 4. Jason Fink (Kaw); 5. Darren McEllattop (Suz).

On lap two, Carmichael moved by Johnson and had Bowen in sight. Carmichael slowly closed on Bowen, and on lap four made his move for the eventual win.

"Bowen was in a hurry and I didn't want to get over my head," Carmichael said.

Bowen clung tenaciously to second and held off Boyeson, Johnson and Mike Treadwell at the end.

"Lappers were starting to get to me at the end," Bowen said."I was glad to hold on to second."

"Hey I got a good start and didn't fall," Boyesen said. "Bowen was very impressive today."

Bowen unloaded the KTM 620 that he rode to a second-place finish in the Four-Stoke National series and put it to work in the Vet Pro class.

"I lined up as far away as I could from Bowen," eventual class winner Earl May said. "If the sound didn't deafen you, the giant rooster tail will wipe you out."

Bowen thundered out of the gate into an instant start that materialized into a big win.

"After I got used to the big four-stroke, I think that it is easier to race than a two-stroke," Bowen said. "I'm not that tired."

Second place was passed down from Pat Barton to Matt Crown before moto's end.

"We can't spot Bowen that kind of a lead again," May said.

Bowen roosted the field off the gate again and, at the end of lap one, it was Bowen, Crown, May and Mark Beamer. Bowen then erred on lap two and he found himself in third place.

"I followed Crown and May, and they were really banging each other for the lead," Bowen said. "But they were gaining on me by using the elevator jump."

On the next lap, Bowen wicked up the throttle on the 620, and soared onto the plateau at the end of the "elevator." Bowen caught May with two laps to go and picked off Crown on the final lap for an impressive victory. May's third overall was plenty to add the Vet Pro championship to his Over 30 A championship.

Saturday's Amateur program was a mudfest and, after one moto, the program was concluded.

"The Minis could not get up the steep hills, and it was too bad to continue," Worldsport's Jerry West said.

Costa Rica's Ernesto Fonseca was the only Amateur to win three class championships - 125cc B, 250cc B and 125cc youth.

"Matt Walker pushed me every race in the 125cc classes," Fonseca said. "It was fun and he helped me to ride better."

Fonseca's BSY Racing teammate Aaron Lindsey scored two class championships - 85cc 14-15 and Super Mini. John Lundy rode to the only perfect series of overall wins by any senior to wrap up the Over 35 A class. Kenneth Frankenberry upheld his near perfect Over 40 class record to earn the championship, but in Over 50 action, Tom Bragg's big Husaberg spoiled the party for eventual champion Barry Mayo. CN

**Gatorback Cycle Park**
**Gainesville, Florida**
**Results: January 25-26, 1997**

**125 PRO:** 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Tony Lorusso (Suz); 4. Nicholas Wey (Kaw); 5. Barry Carsten (Suz).

**250 PRO:** 1. Ricky Carmichael (Kaw); 2. Keith Bowen (KTM); 3. Keith Johnson (Kaw); 4.*Mike Treadwell (Suz); 5. Barry Carsten (Suz).

**VET PRO:** 1. Keith Bowen (KTM); 2. Matt Crown (Kaw); 3. Earl May (Kaw); 4. Pat Barton (Hon); 5. Mark Beamer (Suz).

**125 A:** 1. Barry Carsten (Suz); 2. Anthony Pocoroba (Suz); 3. Paul Stediley (Yam); 4. Brock Sellards (Kaw); 5. Nick Wey (Kaw).

(Left) Simply the best: John Lundy (992) won every Over 35 A moto en route to his championship title.

**250 A:** 1. Anthony Pocorobba (Suz); 2. Shae Bentley (Kaw); 3. Dag Boyesen (Suz); 4. Jarrett Tipping (Suz); 5. Jason Dodds (Yam).

**P/W (4-6):** 1. Brad Bollymann (LEM); 2. Max Rash (LEM); 3. Jake Erickson (Act); 4. Jeff Taeche (KTM); 5. Timmy Norton (KTM).

**P/W (7-8):** 1. John Heinlein (Act); 2. Tony Rhonellii (LEM); 3. Tim Principto (Act); 4. John Maleske (Cob); 5. Devon Gayelnosky (Cob).

**60 (7-11):** 1. Kyle Chishom (Kaw); 2. Zack Lundy (Kaw); 3. Justin Link (Kaw); 4. Bobby Lucroy (Kaw); 5. Jimmy Keys (Kaw).

**65 (7-11):** 1. Dan Truman (Kaw); 2. Anthony Weber (Suz); 3. Nathan Davenpoh (Kaw); 4. Chris Kasawoc (Yam); 5. Kyle Williamson (Hon).

**80 (12-13):** 1. Gene Stull (Suz); 2. Paul Perebignos (Hon); 3. Chad Albritton (Suz); 4. Brian Gray (Yam); 5. Troy Adams (Yam).

**250 B:** 1. Ernesto Fonseco (Yam); 2. Scott Lamb (Kaw); 3. Jason Fink (Kaw); 4. Jeff Meilana (Hon); 5. Agustin Font (Yam).

**OPEN B&C:** 1. Jeff Killian (Hon); 2. Tom Glover (KTM); 3. Barry Mayo (KTM); 4. Bruce Allen ( Kaw); 5. Mark Vanderkley (Hon).

**125 C:** 1. Derick Hedrick (Suz); 2. Darin McCurdy (Suz); 3. Rex Brown (Kaw); 4. Nathan Vick (Kaw); 5. Justin Hand (Suz).

**250 C:** 1. Rex Brown (Kaw); 2. Allan Assaf (Hon); 3. James Amitage (Kaw); 4. Ricky Goodson (Suz); 5. Jason Garrett (Hon).

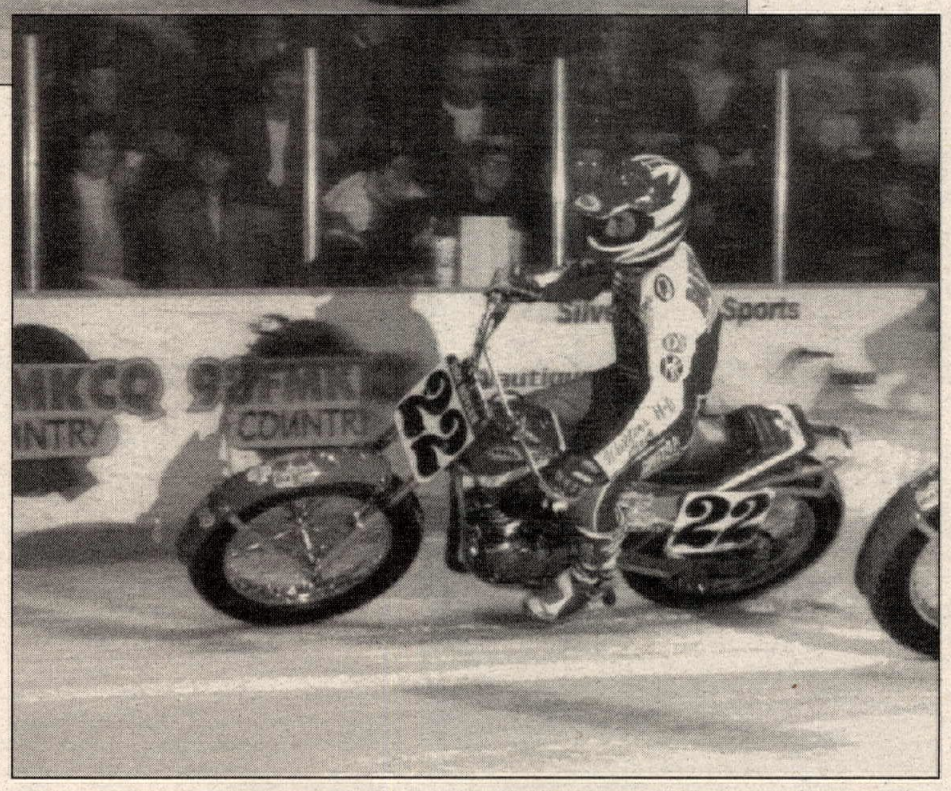
**OVERALL SERIES CHAMPIONS**

**125 PRO:** Paul Currie.
**250 PRO:** Barry Carston.
**VET PRO:** Earl May.
**125 A:** Paul Currie.
**P/W (4-6):** Max Rash.
**P/W (7-8):** Ricky Reener.
**60 (7-11):** Jimmy Keys.
**80 (7-11):** Dan Truman.
**80 (12-13):** Gene Stull.
**80 (14-15):** Aaron Lindsay.
**YTH (12-15);** Ernesto Fonseca.
**S/MINI:** Aaron Lindsey.
**16-24:** Scott Lamb.
**25+ A:** Barry Carsten.
**30+ A:** Earl May.
**35+:** John Lundy.
**40+:** Kenneth Frankenberry.
**50+** Barry Mayo.
**25+ B&C:** Marcus Pedrero .
**35+** Tim Eggers.
**125 B:** Ernesto Fonseca.
**250 B:** Ernesto Fonseca.
**500 NOV:** Barry Mayo.
**125 C:** Derick Hedrick.
**250 C:** Allan Assaf.

**ICE RACE**
**37TH ANNUAL FLINT MC BIG BROTHERS AND BIG SISTERS OF GREATER FLINT ICE RACE**

**Flint, Michigan**

# Butler fulfills a promise




**(Left) Dan Butler salutes the crowd after winning the 250cc Pro main event at the 37th annual Flint MC Big Brothers and Big Sisters of Greater Flint Ice Race at the IMA Arena. (Below) Butler was strong all night aboard his Byron Molloseau-built Honda. He was undefeated through all five of his qualifying heats.**

**By Jody O'Hara**
**Photos by Paul Rozycki**

FLINT, MI, JAN. 25

It ain't bragging if you can back it up, and back it up is just what Gardener Racing/Walters Brothers Harley-Davidson rider Dan Butler did when he won the 37th annual Flint MC/Big Brothers/Big Sisters of Greater Flint Indoor Ice Race in front of 4000 fans at the IMA Arena.

After finishing third behind Chuck Springsteen and Will Davis in the Kold Kutter Pro Indoor Ice Race Championship in December, Butler vowed to return to the IMA ice in January and take the victory.

"I'm coming back here next month and winning that race," Butler said at the time.

It was a promse he fulfilled as Butler proved unbeatable on the night, winning all five of his qualifying heats and leading the 250cc Pro main from start to finish.

"I was just trying to get the holeshot and grab the lead all night, and I was able to do that," Butler said. "It doesn't hurt to have Byron (Molloseau) building the bikes either."

Springsteen, the defending champ and holder of the AMA Indoor Ice number-one plate, did everything he could to retain the championship. He won four of five heats and took second behind Butler in his fifth. It was only the second time Springsteen had been beaten in his last 15 qualifying heats on the IMA ice.

Springsteen, riding for RC Trucking and Great Lakes Motorsports, chased Butler from the start. He tried to get by on the last turn of the last lap, putting his front tire hard against Butler's rear tire and accelerating out of the corner. The maneuver only pushed Butler's left leg up and over the front end of Springsteen's bike, making it appear Butler was holding him off through sheer leg power.

"I was doing everything I could to keep him behind me," Butler said. "Chuckie's been the champ here so long you gotta do everything to keep him off you."

Springsteen acknowledged Butler's skill on the ice.

"It takes about three years to get good on the ice, and he's been doing it about that long," Springsteen said. "Tonight he showed he's a good ice racer. He must be good, 'cause I sure wasn't trying to settle for second best."

Molloseau, known in the Flint area as the "God of ice racing," said he had a little advice for Springsteen.

"I'm gonna tell Chuckie next time he wants to win a race, don't push the guy ahead of you over the finish line," Molloseau said.

Craig Pickett of Linden, Michigan, a seven-time AMA outdoor ice champion, finished third on the night aboard a Don Schopieray-built Honda. Pickett took a first, three seconds and a third in the heat races and started the eight-rider main from the second row.

"Donny tuned the bike, and I have to give him all the credit," Pickett said. "Everybody was goofin' up in the main, and I just took advantage. I would have liked more points, but I was happy with my ride."

Mark Wyskiel, riding another Molloseau-built Honda, took three firsts and two seconds in the heats to finish with 13 points and the third spot on the front row for the main event. An attempt to pass Springsteen cost Wyskiel a shot at a top-three finish.

"I tried to get inside of Chuckie on the corner and just stayed on the brake too long and stalled it out," said Wyskiel, who ended up in eighth place.

Noticeable by his absence in the main was Total Control Racing's Will Davis, the second-place finisher at December's Kold Kutter race. Davis, on another Molloseau-built Honda, won one heat and had two seconds, a third and a fourth in his others to earn eight points, enough to get in the main. However, video showed Davis had cut inside a corner in his last heat and two points were deducted from his total. Davis couldn't be found for comment after the main.

Molloseau seemed as upset about Davis' problem as he was ecstatic about Butler's victory.

"Yeah, I felt bad about Will and his bike," Molloseau said. "He might have had a chance to be in the main, even with the corner thing, if his bike had been faster. That bike just plain ain't fast enough. It just don't puff good."

Molloseau said if Davis wants to come back to Flint for the ice races again next year, he'd have a ride for him.

"That Will's a good rider and if he wants to come up here I'll build a bike for him," Molloseau said. "It will be a bike with a different engine, though. That engine's going under the bench."

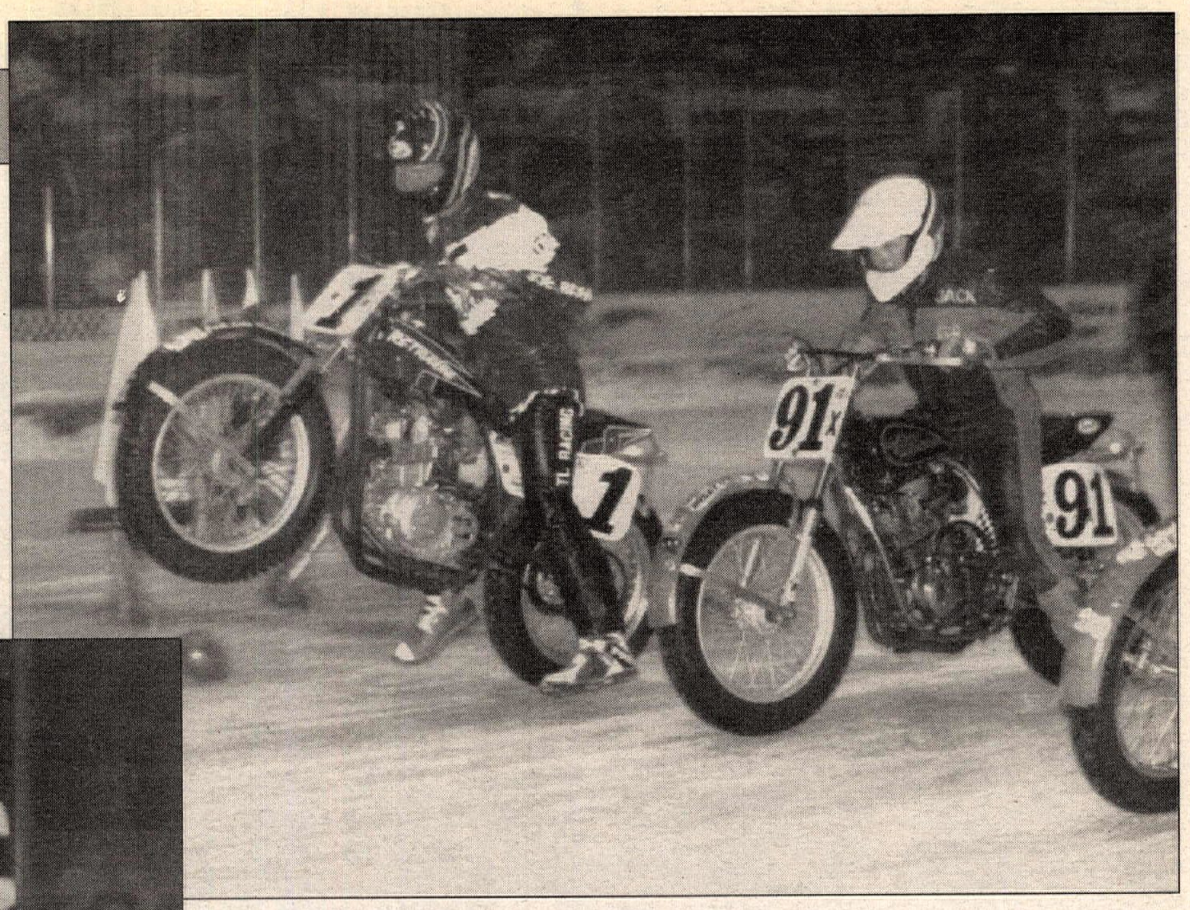
The O'Boyle brothers, Eric and Doug, riding for First Klass Glass, both qualified for the main with 12 and 11 points,

respectively. Each brother won two heats with Eric finishing second three times while Doug had two seconds and a third. Eric finished the main in the fourth position and Doug took fifth.

Sixteen-year-old Brian Bigelow of AuGres, Michigan, made the main and finished sixth in his second pro indoor race. Bigelow went against the tide and rode a Suzuki, the only one on the ice in the 250cc Pro class.

Knapp Racing's Pat Buchanan of White Lake, Michigan, finished the night in the seventh spot.

**(Right) Defending event champion Chuck Springsteen (1) blasts off the line next to Jack Mayer Jr. (91). Springsteen finished second in the main event after practically "pushing" Butler across the line ahead of him. (Below ) Corey Slavek claimed the 65cc-class win.**



**(Left) Tiffany Long powers down the front straight en route to the 50cc victory. After collecting her prize money, Long promptly donated it to the charity the event benefits.**

Flint's own Tiffany "Tazz Tiff" Long won both her qualifying heat and the main in the 50cc stock class. The victory gave the Ray C's Cycle/Answer Racing/Torco Racing Fuels rider a perfect record on the IMA ice. Long also won the 50cc class at the Kold Kutter event in December.

Travis Thierbach took second and Abbey Moreland was third in the 50cc stock class. Kurtis Lee was the winner of the 50cc super class with Corey Lovell second and "Smokin'" Joey Boulis third.

Corey Slavek was the top dog in the 65cc class with Nick Cummings and Carter Myers rounding out the top three. CN

**IMA Sports Arena**
**Flint, Michigan**
**Results: January 25, 1997**

**50 STK:** 1. Tiffany Long (Yam); 2. Travis Thierbach (Yam); 3. Abbey Moreland (Yam); 4. Austin Collier (Yam); 5. Chance McCormick (Yam).

**50 SUPER:** 1. Kurtis Lee (KTM); 2. Corey Lovell (Cob); 3. Joey Boulis (KTM); 4. Travis Myers (Act); 5. Cody Rabideau (LEM).

**65:** 1. Corey Slavek (Kaw); 2. Nick Cummings (Kaw); 3. Carter Myers (Kaw); 4. Grant Moreland (Kaw); 5. Logan Myers (Kaw).

**250:** 1. Dan Butler (Hon); 2. Chuck Springsteen (Hon); 3. Craig Pickett (Hon); 4. Eric O'Boyle (Hon); 5. Doug O'Boyle (Hon).

# A race rich in history

The Flint Motorcycle Club has held ice races every year since 1961 to benefit the Big Brothers/Big Sisters of Greater Flint. The partnership between the two organizations has raised more than $150,000 to support the activities of Big Brothers/Big Sisters, a non-profit corporation that attempts to match volunteers with boys and girls who have only one parent, or maybe no parents, in their home.

Gary Haggarty, fund-raising coordinator for Big Brothers/Big Sisters, said the marriage between his organization and the Flint MC is both one of the most unusual and one of the longest-lived he knows of.

"When you think about it, it is an unusual marriage, a non-profit agency and a motorcycle club," Haggarty said. "And I can't think of a single fundraiser in our area that has been in place as long as this one."

For 37 years the club and the charity have managed to bring off a race, in spite of Mother Nature sometimes trying to spoil the show. Until 1979 the races were held just east of Flint on Potter Lake. Weather was a factor in many years, with races being postponed and sometimes moved altogether.

"We never canceled a race," said Ethel Boulis, Flint MC secretary. "We did have to move it one year to Auto City Speedway, though, and have the race on the dirt."

One year Mother Nature even managed to alter the race course.

"One of the officials' trucks went through the ice and the riders had to swing wide in turn three to avoid the open water," Boulis said.

The race used to attract 700 or more racers when both pros and amateurs were allowed to compete. Since moving indoors, the races have been restricted to pros and around 30 minibike racers.

Some of the top names in AMA dirt track action got early racing experience in the annual event. Former three-time Grand National champ Bart Markel, three-time champ Jay Springsteen, Garth Brow, Corky Keener and seven-time and defending Grand National Champion Scott Parker have all participated in the Big Brothers/Big Sisters races.

This year the race drew another huge crowd to the Sports Arena. More than 4000 spectators filled the arena to watch the races. Crowds of this size have allowed the Flint MC to donate an average of $12,000 a year to Big Brothers/Big Sisters.

"It's nice when you have a partnership like we do," Haggarty said. "When you know the money's coming you can just go ahead and write it into your budget."

Ethel Boulis and her husband, Bob, president of the Flint MC, have been involved in putting on the race since Bob's election in the late '70s. The reasons for wanting to undertake such a huge task are simple, according to Ethel.

"Well, it helps create a good image for motorcycle clubs," she said. "And besides, it just makes you feel good."

# Briefly...

The crowd at the IMA Sports Arena contained a veritable Who's Who of Grand National dirt trackers. Seven-time and defending champ **Scott Parker** was on hand, as was three-time former Grand National champs and dirt track legends **Bart Markel** and **Jay Springsteen**. Total Control riders **Kevin Atherton** and **Will Davis** were there, Atherton in the stands and Davis in the lineup.

**Steve Morehead** was also in attendance, citing that *Cycle News* issue number one's story about the December race forced him to come. "You could tell from that story that everybody was gonna be gunnin' for Chuck, and I wanted to see it," Morehead said. "Besides, these guys getting out and racing for charity is just great. This is what makes me proud to be a motorcycle racer."

Keeping with custom, **Scott Parker** and his cousin **Mike Parker** of Mike's Motorcycle Repair put up a purse for the Mini racers. First Class Construction and Brunner Farms also contributed to the purse. Winners got $75 and every Mini racer won something.

**Jay Springsteen** offered a $50 bill to any girl to win a main. When **Tiffany Long** got her money, the PA announcer asked her what she would do with her $125 and she replied, "I'm giving it to the Big Sisters and Big Brothers," bringing a roar from the crowd. Touched by her generosity, **Scott Parker** and **Kevin Atherton** dug in their pockets and came up with $200 cash for her. She said she'd put that money in the bank and save it until she had $1000 to buy a new motorcycle.

Six-year-old **"Smokin'" Joey Boulis** kept a Big Brothers/Big Sisters tradition alive. He's the third generation in his family to have raced in the event. His grandfather, Flint MC president **Bob Boulis,** rode in the 1960s, when the race was still held outdoors on Potter Lake. His uncle, **Rick Boulis,** also competed in the outdoor races in the '70s and '80s.

## AMA Mid-South Winter HS Series, Round 1

# Blackwell battles back

**(Left) Scott Plessinger (2) led early on but Doug Blackwell was first to finish the Davy Crockett Hare Scrambles Series in Lawrenceburg, Tennessee.**
**(Above) Robert Patterson completed the Davy Crockett HS just a few bike lengths behind the runner-up.**

**By Paul Michels**

LAWRENCEBURG, TN, JAN. 26

Sport Cycle Racing Doug Blackwell powered his Answer-backed Yamaha to a well-deserved win at the Davy Crockett Hare Scrambles, round six of the Mid-South Series.

Riders came from as far as Minnesota and Michigan to find warm weather, dirt and racing. The North Alabama Trail Riders Association was just what the woods riders ordered, as they laid out an eight-mile course on the rolling hills and woods close to the legendary hometown of Davy Crockett.

Series vice champion Mike Morris had the quickest reflexes as he shot into the woods from the dead-engine start. Morris' lead was short-lived as multi-time national and GNCC Champion KTM Sportcycle's Scott Plessinger moved into the point position about a mile into the race, when Morris overshot a turn. Sport Cycle Racing's Doug Blackwell followed in second as Sarges Cycle-backed Robert Patterson moved his Suzuki up to third. Mike Sampson on his Team Green Kawasaki kept pace in fourth.

Plessinger stretched his lead to about 20 seconds until a get-off surrendered any hope of pulling away from the freight train of pro riders in his wake. At lap's end, the order remained the same with Morris recovering for the fifth spot.

Lap two saw Plessinger continuing the lead until about the two-mile mark when he clipped a tree and took a little extra time to get going as he was dazed from the crash.

"That was bad enough," he said. "Then just a half mile later I fell again and everyone got by me." Sampson was there to seize the opportunity as he shot past Patterson and Blackwell and sprinted to the scoring tent with the lead. Blackwell followed with Patterson in tow. Mike Cornett moved his Sport Cycle KTM into fifth at lap's end.

Sampson headed out on the third lap and stretched his lead to about 20 seconds or so while Plessinger, Patterson and Blackwell traded positions back and forth the entire lap. At the end of this lap, the order in which they checked in was Sampson, Plessinger, Patterson and Blackwell. After coming through the scoring tent, Plessinger and Blackwell stopped for fuel, which gave Sampson and Patterson the opportunity to pull away. It didn't take long before Plessinger and Blackwell were keying off of each other to catch up to Patterson and Sampson. This cat-and-mouse game continued the entire lap.

Sampson was still holding his lead at the end of lap four and looking for his first overall of this series as he headed out on the fifth and final lap with just a slim lead. Plessinger and Blackwell got around Patterson and set out after Sampson. As soon as the duo had Sampson in sight, he fell off a cliff into a creek and nearly submerged his whole bike.

"Things were going great," Sampson said. "It happened about five miles out when I was running alongside this creek and hit a log or something and it kicked the bike sideways and just shot me into the creek. It was pretty scary at first because I went completely under water. I was lucky to even finish this race because after I pulled my bike out, it started right up and I took off. I would like to thank Factory Connection for the great job they've done on my suspension. It was definitely the key to my success today."

With Sampson gone, a three-mile sprint was in the works with Plessinger at the point and Blackwell and Patterson close behind. Plessinger unfortunately got stuck in a rut and watched Blackwell and Patterson shoot past. Their stint out front was short-lived as Plessinger recovered and banzaied his way back to the leaders.

With only a mile left, Plessinger tried in vain to get around Blackwell but had to settle for runner-up honors.

We had some good racing out there today," Plessinger said. "I just hit the ground one too many times. I surely don't want to take anything away from Blackwell because he had a good ride and was in the lead when it counted."

Plessinger also added that in a two-hour race such as this, he knows for sure that they "were running faster than they do in, say, a National or GNCC because you don't have to pace yourself. We were just flat-out all the time."

Patterson came in just a few bike lengths off the pace while a dejected Sampson recovered and garnered fourth ahead of Mike Cornett.

Bryan Adams finally broke Tony Hendon's win streak with a win in the 250cc A class.

"I had a bad start," Hendon said. "I didn't think I was that far back until the end of the first lap and saw I was seventh. I knew I had some catching up to do. Bryan had a good race, he's always on the gas and in the hunt. He rode well."

Chris Hicks held off the advances of Hendon until the last lap to take a well-deserved season-high third in the class.

Andy Shea led the 250cc B class all race long until the last lap when he tangled with slower riders and ended up third.

Larry Still thumped his way to first place in the Senior B class on his four-stroke as series rival, Tommy Todd on his Parts Unlimited KTM kept pace in second.

Heath Robinson continued his winning ways in the 200cc B action on his KDX while Ron Skipper moved up to take second in the closing stages of the race. In 125cc B action, Sammy Gosnell won a race-long battle with T.J. Freidli.

**Mid-South Winter Hare Scrambles Series**
**Lawrenceburg, Tennessee**
**Results: January 26, 1997**

**O/A:** 1. Doug Blackwell (Yam); 2. Scott Plessinger (KTM) 3. Robert Patterson (Suz); 4. Mike Sampson (Kaw); 5. Bryan Adams (Kaw).

**AA PRO:** 1. Doug Blackwell (Yam); 2. Scott Plessinger (KTM); 3. Robert Patterson (Suz); 4. Mike Sampson (Kaw); 5. Mike Cornett (KTM).

**OPEN A:** 1. Harvey Whitaker (Kaw); 2. John Bingham (KTM); 3. Phillip Barker (Hon); 4. Mark Adkins (KTM); 5. Brett Barker (Hon).

**250 A:** 1. Bryan Adams (Kaw); 2. Tony Hendon (Suz); 3. Chris Hicks (KTM); 4. Wade Perry (Kaw); 5. John Roth (Suz).

**200 A:** 1. Clint Robinson (Kaw); 2. Kevin Creekmur (Yam); 3. Mike Sanders (Kaw); 4. David Durkee (Kaw); 5. Eddie Denfip (Kaw).

**VET A:** 1. Rob Stephens (Hon); 2. William Short (Hon); 3. Rob Kirchner (Suz); 4. Gary Copeland (Suz); 5. Mark Guy (Yam).

**SR A:** 1. Gallie Ward (Yam); 2. Darryl Moody (Yam); 3. Bill Hall (Yam); 4. David Scottow (KTM); 5. Clyde Schmidt (KTM).

**4-STRK A:** 1. Todd Boone (Hon); 2. Jeff Stoess (Hon); 3. Rod Thurley (Hon); 4. Jim Parsons (Hon); 5. Eddy Taylor (Hon).

**OPEN B:** 1. Timmy P'Pool (Kaw); 2. Robert Lich (Kaw); 3. Stewart Lich (Kaw); 4. Joe Allen (Hon); 5. Norman Richards (KTM).

**250 B:** 1. Pa Allen (Yam); 2. Josh Scott (Kaw); 3. Andrew Shea (KTM); 4. Scott Meredith (Kaw); 5. Chris Beard (Suz).

**200 B:** 1. Heath Robinson (Kaw); 2. Ron Skipper (Kaw); 3. Tom Campbell (Kaw); 4. David Ridgeway (Kaw); 5. Jeff Scott (Kaw).

**125 B:** 1. Sammy Gosnell (Yam); 2. T.J. Freidli (KTM); 3. Jimmy Bates (Suz); 4. John Glaus (Kaw); 5. Robert Clark (G-G).

**VET B:** 1. Ricky Whitley (Kaw); 2. Mark Wood (Hon); 3. Tim Adkins (Hon); 4. David Zanet (Yam); 5. Kip Haynie (Yam).

**SR B:** 1. Larry Still (Hon); 2. Tommy Todd (KTM); 3. Tom Carter (KTM); 4. Paul Daman (KTM); 5. Gerald Westerfield (Kaw).

**4-STRK B:** 1. Dale Stallings (Kaw); 2. Billy Profitt (Hon); 3. Roger Hendon (Hon); 4. David Dougherty (Hon); 5. Marty Michels (Hon).

**S/SR:** 1. John Giles (Yam); 2. Guy Anderson (Yam); 3. Johnny Freidli (KTM); 4. Don Rye (Hon); 5. Pat Freiburger (Hon).

**250 OPEN C:** 1. Tracy Dean (Yam); 2. Chad Hollis (Kaw); 3. Dale Duke (Hon 4. Mike Westerfield (Hon); 5. Trent Ashby (Suz).

**0-200 C:** 1. Alan Murphree (Kaw); 2. Jeff Underwood (Kaw); 3. Alan Westerfield (Kaw); 4. Billy Young (Kaw); 5. Kevin Weis (Hon).

**BEG:** 1. Terry Bush (Suz); 2. Russel Green (Kaw); 3. Brad Huddleston (Kaw).

**D-37 Hi Desert 250 Dual Sport Ride**

# Dessert 250

**By Anne Van Beveren**
**Photo by Tom Van Beveren**

RIDGECREST, CA, JAN. 18-19

Varied terrain, tight trails and everything from snow to a little dust got the 1997 AMA District 37 Dual Sport Series off to a roaring start in the high desert.

Heavy rain the week before the event scared some would-be dual sporters away and the 135-rider turnout for the eighth annual Hi Desert 250 was below last year's record 185, but everyone who braved the cold was wildly enthusiastic about the two-day jaunt organized by Larry Langley of California Trail Rides.

"This isn't the desert," participant Jim Woods said. "When it's like this, it's the *dessert*. There's great traction, no dust. When it's like this, everybody who owns a motorcycle should come out and ride because there ain't nothing like it."

The temperature was a chilly 19

degrees when the first of the riders followed their roll charts north out of Ridgecrest toward Kelso Valley, a secluded area between Jawbone Canyon and Lake Isabella.

The trails were easy at the start of the day, with a lot of graded roads and jeep trails to warm up on, making the ride perfect for novice dual sporters good for experienced riders who had taken a month or two off over the cold season.

The easy-going morning run was punctuated by two hard-way options that combined nasty uphills and downhills to get the blood flowing.

"That part was more like the Hi Desert 250 National Enduro" Larry Woodruff said. "There was snow, ice, mud - all at the same time, and I got really wet socks. When that stuff comes off your front fender, it hits your pants and dribbles down into your boots. And that's not the only problem I had. On the first downhill, I did a big face plant. Thank goodness nobody was around to see me."

Axle-deep snow lined most of the trail through Kelso Valley, but the resourceful dual sporters took it in stride.

"I didn't fall down," Tasha Whitmore said. "When I don't fall down, that makes it a wonderful day. It was great because I learned something, too. I learned how to ride in slushy snow. You just pretend it's deep sand and everything works fine."

Fred Syrett learned something too: You should be very careful not to wash out on slick roads.

"Saturday's ride was very good until I fell down and hurt my right foot," Syrett said. "Kelso Valley Road had snow on it and the bike just washed out from under me and down it went, and I got my leg caught under it. It was a good day other than that."

Lunch consisted of a hamburger special at the Jawbone Canyon Store, then it was back in the saddle for a 10-mile drone up Highway 14, followed by a roller-coaster ride along the ridge tops, where crystal-clear air made for spectacular views. Riders enjoyed a 360-degree view of the desert, and a bird's-eye look at Honda's secret test track - a seven-mile paved oval in the middle of nowhere.

The riders got together to discuss day one's 140-mile ride at a banquet and a prize giveaway that netted them such goodies as a TravelCade gel seat, two sets of Bridgestone tires and a Quick Jack courtesy of Progressive Suspension.

"One guy fell off on one of the downhills and cracked three ribs, and we had one guy burn out a clutch on the uphills but that was about it - nothing major," event organizer Langley reported. "When it's wet like that, it makes it fun and exciting, and the guys really liked it because there was no dust."

Alfred Jorgensen admitted to having a great time out on the trail and was full of praise for his Husky.

"Riding in the snow added a new dimension to it and I liked that," Jorgensen said. "I had no problems in the snow because I ride a Swedish bike."

Alfred's brother Anker Jorgensen, who was visiting from Denmark, thought the snow was no big deal but was fascinated by the wide-open spaces.

"I really envy you guys that you have the area to do things like this," he told his fellow riders. "We don't in Denmark. I have a Husky 250 back home, but I could never do anything like this on it."

Sunday dawned almost as cold as Saturday but the riders and the air tem-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Riders traversed sand and snow at the High Desert 250 Dual Sport Ride in the vicinity of Ridgecrest, California.

perature had warmed up before the morning was over and snow was a thing of the past.

Riders who were expecting the 80-mile route to be a walk in the park knew they were in for quite a ride the moment they saw the roll chart.

"I like a roll chart that's real long because that means there's a lot of corners to power around and that's what we had this weekend - two 16-foot-long roll charts," Woodruff said.

The enduro-like trail with its single-tracks, canyons so tight the handlebars almost scraped the walls and steep uphills was a sharp contrast to Saturday's easy-going ride, and turns as often as every tenth of a mile kept the riders on their toes all the way to the lunch stop in the historic mining town of Randsburg.

"The afternoon was gorgeous and the course had some of the nicest single-track through places up above Ridgecrest that I'd never been on or even close to," Woods said. "And 50 whoop-de-doos all day was about all there was. You can't beat a day like that."

**SETRA Enduro Series, Round 9**

# Smith smokes

**By Kenneth King**

CHARLESTON, SC, JAN. 12

The skies were clear and the temperature hovered near 30 as the riders prepared for the start of the Swamp Fox Enduro. Recent rains made the trail dust-free, and by midday the mercury rose to the high 50s - great enduro weather.

This race marked the 25th anniversary of the enduro, held in the Francis Marion National Forest. Throughout that time, the Family Riders have had a reputation for hosting a great enduro. Over 400 riders signed up, coming from as far away as New York. They were not disappointed.

Team KTM rider Allen Gravitt was finally off the injured list. He has ridden a few hare scrambles, but this was his first enduro since his broken ankle. He was anxious to show everyone that he hadn't lost any of his speed.

Fellow KTM rider and series points leader Franklin Ramey has been on a roll lately, having won several SETRA hare scrambles since the last enduro in November, and he was looking to keep the streak going. Many felt that a Gravitt-Ramey battle was in the making.

What occurred was a Smith-Gravitt-Ramey war. Steven Smith showed what he could do in the South Carolina sand as he took the overall, his third win this season.

The Thor-sponsored Smith has always said that he likes to ride in the sand and whoops, and the Swamp Fox had both. Gravitt and Ramey ended the day in a tie, with Gravitt nudging out Ramey on the tie breaker. Gravitt took first AA and second overall, while Ramey rounded out the top three.

For several years, the Family Riders have been promising new trails for the SETRA/FTR co-sanctioned event. Last year the club gave everyone a taste of what they had to offer with 10 or so miles of great new trail. With the help of the forest service and Ollie Buckles in particular, the club got its permit and roughly 40 miles of new trail and a little over 70 actual ground miles for the race.

The enduro started in the ORV park trailhead and ran everyone through a fairly whooped-out 1.1-mile trail to a power line and the first reset. Mileage was adjusted to 2.9, and three tenths later was the first check. The following 10.8 miles proved to be fairly tricky, and very muddy in sections.

"I really didn't look at my clock in the first section," Smith said. "I just nailed through the mudholes. Bikes were stuck everywhere."

Riding on row 26, he cleaned the section, coming into check two with a 26.31. Gravitt, riding on row 25, also zeroed the section with a 24.32. Ramey, on row 28, didn't see his day start off as well.

"I got stuck in a bad mudhole," he reported. "When I got out, I rode like a maniac, thinking I was really late. I guess I should have paid more attention to my clock. I just had brain fade."

Ramey came to check two at 27.04, four seconds shy of being two minutes early and was penalized two points.

Smith, Gravitt and Open A rider Mitch McRee were the only riders to zero the first section. Dropping one to three points seemed to be the norm for the faster riders. The section's mud bogs claimed many victims before the day's end.

After the first section, riders were given an ample reset and a chance for gas, if needed. At 27.2 miles there was a restart for check three and 11.6 miles of new trail. The trail started out fast, but tightened about halfway through. The ground was nice and sandy with no more mud.

Smith and Ramey posted fast times through, each rider losing two points at check four. Gravitt, 250cc A rider Doug Masencup and Senior A rider Mike Gentry had the next-best times through with three-point losses. Again the club gave the racers a nice reset followed by several miles of road to the next section.

At 56 miles, all went back into the woods and were greeted with check five, with 6.4 miles of trail to follow. Most of this section was new, much of it running through pines. About 1.3 miles of very tight handlebar-width trail really slowed everyone down. This short section would be the major points-taker of the day.

Smith and Ramey once again posted the fast times through, both riders dropping three points each. Gravitt and several top A riders dropped four in this section, with five to seven points being the norm in the A classes. After check six, at 69.88 miles including resets and 41.9 actual miles, was the first gas stop. A generous break was given to help everyone recover.

Check seven was a restart at 76.8 miles and the beginning of section four. This was a relatively short new trail, sandy and fairly fast - fun was the best way to describe it. Smith made it through to check eight with a 1.43, Gravitt a 1.29, Ramey with 1.14 and Senior A rider Robert Neeley with a 1.50.

After a reset, there was a restart at 88.8 miles for check nine and the beginning of the last section. This trail was about half new, half old, very fast, very sandy and with a lot of whoops.

Smith, Gravitt and Ramey were the only riders to make check 10 on their minute. Most of the A class dropped from one to six points. In the end, Smith claimed victory with a score of six.

"I didn't have any problems all day, things just really clicked," Smith said of his ride.

Gravitt dropped eight points for the top spot in the AA class, second overall. Ramey also dropped eight, two of those being early points, and took the third overall position.

Masencup took overall A honors on his Yamaha with a 10. Don Baxley on a KTM was the overall B winner with a 17 and Vet C rider William Prosser had the low score in his class with a 22.

**Results**

**O/A:** 1. Steven Smith (Kaw); 2. Allen Gravitt (KTM); 3. Franklin Ramey (KTM); 4. Doug Masencup (Yam); 5. Robert Neeley (KTM).
**O/A:** 1. Steven Smith.
**AA:** 1. Allen Gravitt. 2. Franklin Ramey, 8.
**250 A:** 1. Doug Massencup; 2. Johnny McCoy; 3. Steve Saunders.
**SR A:** 1. Robert Neeley; 2. Mike Gentry.
**S/SR A:** 1. Charlie Bridges; 2. Jerry Harris.
**MSTR A:** 1. Joe Van Seeters; 2. Ron Miller; 3. Wayne Beaty.
**200 A:** 1. Tommy Veator; 2. Martin Pruet; 3. Russell Epley.
**OPEN A:** 1. Mitch McRee, 2. Richard Lynch.
**4-STRK A:** 1. Jimmy Lynch; 2. John Harris.
**VET A:** 1. Kim Watson; 2. Robert Pearson; 3. Damien O'Neill.
**200 B:** 1. Raymond Cotten; 2. Jimmy Myers; 3. Joey West.
**250 B:** 1. Don Baxley; 2. Chad Coleman; 3. Frank Anello; 4. Brent Mercer.
**VET B:** 1. Dan Jackson; 2. Mike Moore; 3. Richard Morabito; 4. Pooner Powell.
**S/SR B:** 1. Terry Anaas; 2. Bill Watking.
**4-STRK B:** 1. David Baldwin; 2. Geoff Poole; 3. John Giles.
**B OPEN:** 1. Johnny Campbell; 2. Doug Sanders; 3. John Carver; 4. B.J. Moretz.
**SR B:** 1. Richard Sox; 2. George Noxon; 3. Martin Shipman.
**MSTR B:** 1. Ned Sanders; 2. Bud Hardeman; 3. Don Harless.
**125C:** 1. Reggie Yarborough; 2. Patrick Hughes; 3. Scott Weldon; 4. Jesse Goode.
**250C:** 1, Phillip Sims; 2. Sam Altman; 3. Kevin Sebastian; 4. David Holbrook.
**VET C:** 1. William Prosser; 2. Pat Williamson; 3. Frank Erickson; 4. Clint Johnson.
**SR C:** 1. Greg Cowan; 2. Steve Branscomb; 3. Stuart Bradow; 4. Sam Mento.
**200C:** 1. Chris Venters; 2. William Roof; 3. David Rensel; 4. Mathew Gillard.
**OPEN C:** 1. Scott Mount; 2. Shannon Ham; 3. Charles Richey; 4. Mike Culler.
**S/SR C:** 1. Mark Zachary; 2. Kenny Hardee; 3. Ray Cotton; 4. Steve Huggins.
**4-STRK C:** 1. Wayne Andrews; 2. Brian Dowless; 3. Jammie Clontz; 4. Duane Wellington.
**MSTR C:** 1. William Fordham; 2. Art Thomas.
**DUAL SPT:** 1. Bryan Newton.
**SPTSMN (0-200):** 1. Bradlee Jo Cribbs; 2. Dane Smith.
**SPTSMN (201-OPEN):** 1. Adam Militello, 4 7.
**WMN:** 1. Elaine Nobles; 2. Kim Seals.
**GLDN MSTR:** 1. Joe Haley; 2. Buddy Giallard.

## Tracy tops at Vancouver ST

**By Clay Light**

VANCOUVER, WA, JAN. 19

AMA Expert Todd Tracy served notice at the championship round of the Clark County Fairgrounds' Indoor Short Track Series that he and his 750cc Yamaha twin are a force to be reckoned with in the Pro class in the near future.

Tracy put his Trackmaster Yamaha out front of the first highly competitive Open Pro heat race, an event in which the Idaho transplant handily defeated National motocrosser Grayson Hart and GNC Experts Rex Fisher and Ryan Anderson. George Prindiville did likewise in a heat-two win over Lee Jensen and John Myers.

Pole-sitter Tracy timed the start perfectly, launching into an untouchable lead. Prindiville, though, had his hands full with Hart, who rode a Honda CR250, and 600cc Rotax riders Anderson and Fisher. Prindiville held under incredible pressure to net second-place money behind Tracy, but ahead of Anderson. Hart overtook Fisher on the final lap for fourth ahead of Fisher, Jensen and John Sperry.

Another close battle was waged in the 80cc A main between Oregonians Timmy Ricketts and Sean Light. Ricketts grabbed the lead and seemed to be a runaway winner until Light came from behind to close in and ultimately catch Ricketts. Light pushed Ricketts for seven laps, but fell short by a half-wheel length. Joey Hazel finished a distant third ahead of Cory Hallen and Tyler Wharton.

Yamaha rider Todd Hill fended off Randy Jungwirth's advances throughout the 250cc A main to net what would be the Portland, Oregon, rider's only win of the day after throwing away any chances of an Over 30 250cc win. Phil Scott ran third during the early stages of the main, but crashed, allowing Nathan Wharton to inherit the position and finish ahead of Honda rider Henry Nelson, who earlier won the Over 30 250cc final in Hill's demise, and Ricketts, the fifth-place finisher.

Anderson, who carries the National number-47 plate, ran away with a win in the Open A main, where he beat motocrosser Mike Corder, a Kawasaki-supported rider, and Pro-Am rider Brian Paul for a long-overdue win.

**Results**

OPEN PRO: 1. Todd Tracy (Yam); 2. George Prindiville (Yam); 3. Ryan Anderson (W-R); 4. Grayson Hart (Hon); 5. Rex Fisher (W-R).
OPEN A: 1. Ryan Anderson (W-R); 2. Mike Corder (Kaw); 3. Brian Paul (W-R).
250 A: 1. Todd Hill (Yam); 2. Randy Jungwirth (Hon); 3. Nathan Wharton (Yam); 4. Henry Nelson (Hon); 5. Timmy Ricketts (Yam).

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80 A: 1. Timmy Ricketts (Hon); 2. Sean Light (Hon); 3. Joey Hazel (Hon); 4. Cory Hallen (Yam); 5. Tyler Wharton (Hon).

60 A: 1. Joey Hazel (Kaw); 2. Kyle Melton (Kaw); 3. Trevor Wharton (Kaw).

50 A: 1. Roby Haycock (LEM); 2. Danny Hazel (KTM).

30+ 250 A: 1. Henry Nelson (Hon); 2. Randy Jungwirth (Hon); 3. Todd Hill (Yam).

30+ OPEN A: 1. Grayson Hart (Hon); 2. Kam Todd (Yam); 3. Rick Ladbury (Yam).

40+ OPEN: 1. Chuck Hodson (Tri); 2. Todd Tracy (Yam); 3. Henry Nelson (Hon).

MT SCOTT CHLNG: 1. Richard Jagow (Yam); 2. Al McCutchen (Hon); 3. Ron Justin (KTM).

## Ducray survives Hangover Marathon

**By W.H. Spencer**

BRENTWOOD, CA, JAN. 19

It took three weeks, but the 29th annual New Year's Day Hangover Marathon at Tom Anderson's Sand Hill Ranch was successfully completed in rather muddy conditions with cross country Experts Eric Ducray and Rod Goehring topping the 250cc class while young Donny Pombo finished third.

Joey Allen is vastly improving and widening his horizons, taking fourth in the combined 250cc/Open show while showing first in his class on his 125cc Suzuki. He won that battle over Rob Zimmerman and Goehring, who was riding his first race since a wrist fracture sidelined him late last season.

Jimmy Ingoglia battled with Terry Sage and Steve Machado for the Old Timers race while Dave Dotson Jr. won the Vintage/Four-Stroke division over Mike Correa and Art Stone.

Dan Blair had a great run in the Mini division, blasting up Godzilla alongside the 125cc guys en route to fourth overall and first 80cc on his RM with Matt Bemal second over Jared Coll.

Dave Wood took top honors in the Vet division over Dave Montgomery and Dave Flashberger with Mickey O'Shaunessey fourth and Mike Renner fifth.

The Over The Hill Gang held a race within a race and Vince Macias was tops over John Chavez and James Bones.

**Results**

250 OPEN: 1. Eric Ducray (Yam); 2. Rod Goehring (Hon); 3. Donny Pombo (Kaw); 4. Joey Allen (Suz); 5. Eric Koehler (Yam).

O/T: 1. Jim Ingoglia (Hon); 2. Terry Sage (Hon); 3. Steve Machado (Hon).

VINT/4-STRK: 1. Dave Dotson (KTM); 2. Mike Correa (Hus); 3. Arthur Stone (Hus).

125/80: 1. Joey Allen (Suz); 2. Rob Zimmerman (Hon); 3. Rod Goehring (Kaw); 4. Dan Blair (Suz); 5. Matt Bemal (Hon).

VET: 1. Dave Wood (Hon); 2. David Montgomery (Hon); 3. Dave Flashberger; 4. Mickey O'Shaunessy; 5. Mike Remer.

OTHG 1. Vince Macias (Hon); 2. John Chavez (Hon); 3. James Bones.

## Pocorobba dominates Sunstate Supercross

**By Kyle Myers**

ONA, FL, JAN. 17

Anthony Pocorobba was the dominant rider at Friday Night Sunstate Raceway Supercross, winning the 125 and 250cc Pro classes to take home the lion's share of the $2000 Pro purse.

In the 125cc Pro main, Pocorobba led the field into turn one with Brock Sellards, Charles Dunaway, Terry Kennedy and Barry Carsten following. Carsten quickly passed Kennedy on the opening lap as Pocorobba opened up a five-second lead by the end of the first circuit.

Positions stayed the same until just past the halfway point as Carsten slipped by Dunaway for third. Pocorobba was on the gas and lapped all the way up to fourth as he took the easy win over Sellards, Carsten, Dunaway and Kennedy.

Pocorobba again jumped out to the early lead as the pack funneled into the first tight right-hand turn to start the 250cc main. Mike Katlin, Sellards, Andrew Despain and Ray Mitchell rounded out the top five places.

Sellards flew by Katlin on lap two as Pocorobba checked out from the competition. Mitchell and Dunaway were on the move and passed Despain and Katlin to run in the third spot. After falling in the first turn, Carsten charged through the pack and soon was into the top five, after Katlin pulled out of the main.

Two laps later, Carsten motored by Dunaway and blasted past Mitchell to take over third. Meanwhile HSKS-backed Pocorobba opened up a 15-second advantage over Sellards and Carsten that he held to the finish.

Dunaway passed Mitchell late in the race to finish fourth and take the last paying spot. Pocorobba had two mains under his belt.

**Results**

125 PRO: 1. Anthony Pocorobba; 2. Brock Sellards; 3. Barry Carsten; 4. Charles Dunaway; 5. Terry Kennedy.

250 PRO: 1. Anthony Pocorobba; 2. Brock Sellards; 3. Barry Carsten; 4. Charles Dunaway; 5. Ray Mitchell.


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**(Above) Dennis McAdam took the overall win in the Master B class at Los Angeles County Raceway in Palmdale, California. (Right) Tallon Vohland swept the 250cc Pro class during round two of the GFI Racing Winter Series North in La Grange, California.**

## McAdam masters Los Angeles MX

**By Greg Robertson**

PALMDALE, CA, JAN. 19
The California Racing Club and the Los Angeles County Raceway played host to the Old Timers MX Association, where Dennis McAdam split moto wins with Jack Kell on the Saddle Glen course for the Master B-class overall win.

CR500 rider Norm Schiel powered his way into the first-moto holeshot over McAdam, W.G. Wilson and Mic Rodgers. McAdam chipped away at Schiel's advantage off the start and by lap two was showing the leader his front fender in the corners. For the next six laps, McAdam braked late and dogged Schiel in the turns, only to get roosted and have Schiel pull away on the straights.

Lappers started to become an obstacle by lap nine and McAdam was able to sneak his KX250 past Schiel and into the top spot. Once out front, McAdam slowly pulled away for the win. Schiel was a comfortable second over Rodgers, who ran third for most of the race. Kell came from a last-place start to hold off Mike Chesbro on the last lap for fourth.

McAdam took the holeshot in round two, but Kell had other plans and got around him on the opening lap to set the pace. Chesbro hooked up with McAdam and together they camped out on Kell's back fender for the next few circuits of the sandy track, waiting for a mistake to happen. Kell was flawless under pressure and started to pull away at about a second a lap.

Kell took the second-moto win with a nice lead, but it was McAdam's runner-up placing that earned the first-place trophy. Kell's 4-1 edged out Schiel's 2-4 for second overall.

The battle for the Expert-class first-moto win went all the way down to the wire with Scott Freeman barely holding off Gary Willison and Jim Beck. Freeman and Herb Allen went at it in the second moto while Willison tried to work up from a midpack start.

Freeman was able to shake Allen and build a lead that couldn't be challenged. Beck and Willison worked up to finish second and third, respectively.

### Results

P/W (0-6): 1. Lee Saul Jr. (Yam); 2. Logan Russell (Yam).
P/W (7-9): 1. Ken Slater (Yam); 2. Brian Fitzpatrick (Suz); 3. Preston Lundin (Yam); 4. Kody Russell (Yam).
S/STK (7-9): 1. Timmy Ritzler (LEM); 2. Kevin Marten (Hon); 3. Daniel Lundin (LEM).
P/W MOD: 1. Kyle Jenkins (LEM).
60 BEG: 1. Timothy McDaniel (Kaw).
60 (9-11): 1. Billy Bloom (Kaw); 2. Andrew Petrie (Kaw).
80 BEG: 1. Kyle Foltz (Kaw); 2. Troy Tittlemier (Hon); 3. Andrew Petrie (Kaw); 4. Daniel Colbert (Yam).
80 (7-11): 1. Shane Smith (Hon); 2. Anthony Barbacovi (Yam); 3. R.J. Garcia (Suz).
80 (12-13): 1. Donnie Durrer (Yam); 2. Todd Gosselaar (Hon).
80 (14-16): 1. John Simanovich (Hon); 2. Perry Richmond (Kaw).
125 BEG: 1. Chaz Smith (Yam); 2. Tyson Tittlemier (Hon); 3. Brent Gilliam (Suz).
125 NOV: 1. Kenny Heess (Hon); 2. David Johnson (Suz).
250 BEG: 1. Tim Meissner (Hon); 2. Brian Horton (Yam); 3. Tim Crawford (Suz).
250 INT: 1. Nick Mairose (Yam); 2. Robbie Dunham (Yam); 3. George LaMonte (Suz).
JR VET BEG: 1. Brian Horton (Yam); 2. Paul Morgan (Yam); 3. Cary MacMiller (Yam); 4. Offer Cohen (Hon).
JR VET NOV: 1. Bryan Petrie (Kaw); 2. Pat Dolan (Hus); 3. Gabi Abayou (Hon); 4. Eric Lathrop (Kaw); 5. Assaf Alush (Hon).
JR VET INT: 1. J.J. Taylor (Hon).
VET BEG: 1. Larry Lial (Suz); 2. Paul Morgan (Yam); 3. Cary MacMiller (Yam); 4. Kevin Bergamasco (Yam); 5. Robert Simanovich (Yam).
VET NOV: 1. Darrell Sanders (Yam); 2. Ray Rimkor (Yam); 3. Greg Robertson (Yam); 4. David Williams (Suz); 5. Pat Dolan (Hus).
VET INT: 1. Jimmy Roberts (Hon).
VET EX-PRO: 1. Jon Zahrt (Kaw): 2. Leo Saul (Yam).
SR EX: 1. Randy Anderson (Yam); 2. Norm Schiel (Hon); 3. Steve Clark (Yam); 4. Jim Beck (Hon); 5. Michael Burnett (Suz).
O/T JR VET: 1. Dan Wynands (Yam); 2. Rick Peterson (Yam).
O/T NOV: 1. Frank Derby (Hon); 2. Raleigh Webster (Hon); 3. Terry Trullinger (Yam); 4. John Webb (Hon); 5. Richard Powell (Yam).
O/T AM: 1. Scott Pelkey (Hon); 2. Don Meiner (Hon); 3. Richard Bealer (Yam); 4. Hank Owen (Hon); 5. Richard Lyons (Kaw).
O/T EX: 1. Scott Freeman (Hon); 2. Jim Beck (Hon); 3. Gary Willison (Kaw); 4. Charles Howell (Yam); 5. Bob Sherred (Yam).
O/T MSTR B: 1. Dennis McAdam (Kaw); 2. Jack Kell (Hon); 3. Norm Schiel (Hon); 4. Mike Chesbro (Hon); 5. Mic Rodgers (Hon).
O/T MSTR A: 1. Steve Clark (Yam).

## Vohland victorious at La Grange Motorcross

**By Mark Hawkins**

LA GRANGE CA, JAN. 19
European MX star Tallon Vohland, who is home during the off-season, came to the GFI Racing Winter MX Series in Northern California and put together back-to-back moto victories in the premier 250cc Pro class.

Rick Ryan grabbed the holeshot and the early lead in moto one. Chris Neal was close behind with Tyler Hummel, Dean Matson and Vohland in tow. Scott Myers had bad luck right off the bat, taken to the dirt by an out-of-control rider on the turn-one uphill.

Vohland picked up positions slowly and was on Ryan's rear fender by the end of the third lap. Jeff Pestana worked his way up to third one lap later.

Ryan countered Vohland's every move until the final lap, when he apparently missed a shift coming out of a big-bermed corner. Vohland took the inside and flew into the lead to take the checkered flag. Pestana took third with Matson fourth, and Chris Neal rounding out the top five.

In moto two it was again Ryan with the holeshot, followed by Myers, Neal, Vohland and Hummel. Vohland wasted little time moving himself into striking position behind Ryan. By the end of lap three, it was Ryan, Vohland, Myers, Hummel and Matson. On the next lap, Myers found himself on the ground after a nasty high-side get-off.

With Myers out of the race, the gap between second and third was about 10 to 15 seconds. This time it wasn't a mistake by Ryan that gave Vohland the lead - it was nothing but brutal speed and perfect execution of taking the high road around the same corner on which Vohland took the lead in the first moto.

For the last half of the moto, Ryan tried to pressure Vohland into a mistake, but it just wouldn't happen. Vohland finished just in front of Ryan, with Matson in a distant third. Fourth went to Pestana and fifth to Neal.


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WSMC WILLOW SPRINGS MOTORCYCLE CLUB

## Results

250 PRO: 1. Tallon Vohland (Yam); 2. Rick Ryan (Suz); 3. Jeff Pestana (Kaw); 4. Dean Matson (Suz); 5. Chris Neal (Yam).

125 PRO: 1. Rick Ryan (Suz); 2. Tallon Vohland (Yam); 3. Jeff Pestana (Kaw); 4. Scott Myers (Kaw); 5. Dustin Bloomfield (Yam).

50 BEG (0-8): 1. Ross Pacheco (KTM); 2. Zack Dupuis (KTM); 3. Bobby Fong (LEM).

50 MOD NOV (0-8): 1. Ryan Ferris (LEM); 2. Kyle Parino (LEM).

50 STK NOV (0-8): 1. Corey Pennington (KTM); 2. Erick Pegoda (KTM).

50 MOD BEG (0-8): 1. Joseph Hernandez (LEM).

60 (0-8): 1. Ryan Ferris (Kaw); 2. Casey Henson (Kaw); 3. Cody Woods (Kaw); 4. Kyle Parino (Kaw); 5. Dean Kolstad (Kaw).

60 BEG (9-11): 1. Nick Moore (Kaw); 2. Jarrod Mertens (Kaw); 3. John Withrow (Kaw); 4. Paul Lawrence (Kaw); 5. Kayla Olson (Kaw).

60 NOV (9-11): 1. David Darsey (Kaw).

60 INT (9-11): Iceman Hemadez (Kaw).

80 BEG: 1. Eric Heagan (Yam); 2. Billy Jurevich (Yam); 3. Jacob Anderson (Suz); 4. A.J. Perez (Suz); 5. Iceman Hemandez (Yam).

80 NOV: 1. David Boothe (Hon).

80 NOV: 1. Jon Replogle (Suz); 2. Charlie Morrison (Hon); 3. Christopher Loredo (Hon); 4. Steve Mertens (Yam); 5. Jack VanCamp (Hon).

80 B/W: 1. Kyle Preciado (Kaw).

125 BEG: 1. Darin Pellin (Yam); 2. Randy Norman (Hon); 3. Chris Porter (Kaw); 4. Aaron Yoose (Yam); 5. K.C. Rigmaiden (Yam).

125 NOV: 1. Turbo Reif (Hon); 2. Gary Ginther (Yam); 3. Chris Dias (Hon); 4. Joseph Krantz (Suz); 5. Russ Piggott (Yam).

125 INT: 1. Brett Racine (Kaw); 2. Hawk White (Yam); 3. Auggie Rodriguez (Hon); 4. Jason Madrell (Yam); 5. Harold Hageman (Suz).

250 BEG: 1. Travis Wilbur (Hon); 2. Spencer Piercy (Hon); 3. Seve Remman (Hon); 4. Dennis Stanley (Suz); 5. William Hansen (Suz).

250 NOV: 1. Jesse Olson (Hon); 2. Chris Vendley (Suz); 3. Turbo Reif (Hon); 4. Jeremy Santoro (Kaw); 5. Brett Boone (Kaw).

250 INT: 1. Brett Racine (Kaw); 2. Auggie Rodriguez (Hon); 3. Jesse Bath (Suz); 4. Brian Sweney (Suz); 5. Jed Liaun (Kaw).

25-29 BEG: 1. Richard Townsend (Suz); 2. Anthony Lorscheider (Hon).

25-29 NOV: 1. Stan Lundquist (Suz); 2. Scott Castaneda (Suz); 3. Brian Toline (Suz); 4. Joe Brown (Suz); 5. Greg Lepesh (Kaw).

25-29 INT: 1. Brian Sweney (Suz) 2. Mike Hodges (Suz); 3. Kervyn Cole (Kaw); 4. Jed Liren (Kaw); 5. Ron Sharp (Suz).

25-29 EX: 1. Rick Ryan (Suz); 2. Dean Matson (Suz); 3. Scott Myers (Kaw); 4. Dan Paladino (Yam); 5. Geoff Woods (Suz).

VET BEG: 1. William Hansen (Suz); 2. Bobby Tabag (Suz); 3. Kurt Smith (Suz); 4. Todd Taylor (Kaw); 5. Patrick LeFurge (Kaw).

VET NOV: 1. Scott Castaneda (Suz); 2. Jow Brown (Suz); 3. Mark Dawon (Kaw); 4. Derek Fassio (Suz); 5. Greg Lepesh (Kaw).

VET INT: 1. Ron Sharp (Suz).

VET EX: 1. Tim Phillis (Suz).

VET PRO: 1. Jim Ellis (Hon); 2. Geoff Woods (Suz); 3. Rick Ryan (Suz); 4. Parry Klassen (Hon); 5. Greg Pennignton (Suz).

O/T NOV: 1. Mark Avery (Suz); 2. Gary Remman (Hon); 3. George Goning (Suz); 4. Ken Portea (Kaw); 5. Leroy Smith (Suz).

O/T EX: 1. Parry Klassen (Hus); 2. Alan McGehee (Hon); 3. John Handelin (Suz); 4. Ted Netti (Suz); 5. Brad Smith (Hon).

## Steffy storms Tacoma AX

**By Mike Bosnick**

TACOMA, WA, JAN. 17

Heavy rains, cold temperatures and a stiff wind prevailed outside the Tacoma Dome Arena, but things were hot inside as Webb Hill Raceways promoter Lee Collins and USA Motorsports combined to put on the first of two nights of monster truck drags, demo derby, rollover cars and arenacross races featuring some of the fastest indoor racers in Washington, including winner Scott Steffy.

The first night's action, in front of a sellout crowd, ended in a duel between KTM Northwest-sponsored number-one plate holder Steffy and Tacoma Yamaha-backed number-two plate holder Jay Whipple.

Steffy managed to pull a one-bike lead by the end of the first lap. Whipple tried numerous times to pass on the tight track but never could get a wheel up on him. Steffy took the win, followed a few feet behind by Whipple, Sean Naslund and NW SuperBike's Ryan Sweet rounding out the top four positions.

Steffy and Whipple gated side by side on the second night. Whipple slid to the inside of the first turn under Steffy, followed by 15-year-old Tyler Kaveny and Sean Naslund. Whipple set a furious pace and the top four riders stayed close together for five laps. With only a few laps remaining, and encountering lapped traffic, Whipple felt pressure from Steffy and began cutting in tight on the corners, carefully protecting his line while dodging the lappers piling up in front of him.

Whipple had a half a bike length over Steffy by the white flag. The sellout crowd was now standing as Whipple made every attempt to stay out front.

With two corners to go, Whipple came up on a backmarker and Steffy passed on the far outside. With Steffy out front, Whipple made a panicked attempt through the last corner and over the finish-line triple only to finish a half a bike away from the win. Kaveny, Naslund and Justin Homan rounded out the top five. CN

## Results

**Friday**

PRO: 1. Scott Steffy (KTM); 2. Jay Whipple (Yam); 3. Sean Naslund (Yam); 4. Ryan Sweet (Hon); 5. Travis Gage (Suz).

**Saturday**

PRO: 1. Scott Steffy (KTM); 2. Jay Whipple (Yam); 3. Tyler Kaveny (Kaw); 4. Sean Naslund (Yam); 5. Justin Homan (Hon).


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50 P.Wee Stk. 7-8
50 P.Wee Mod. 7-8
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60 Jr.Cycle Stk. 6-8
60 Jr.Cycle Mod. 6-8
60 Jr.Cycle Stk. 9-11
60 Jr.Cycle Mod. 9-11
80 Stk. Thru 11
80 Mod. Thru 11
80 Stk. Beg. 12-16
80 Stk. 12-13
80 Mod. 12-13
80 Stk. 14-16
80 Mod. 14-16
SuperMini Mod.Thru 16
125 Open Thru 16 Non-Pro
125 Stk. Beg.
125 Mod. Beg.
125 Stk. Novice
125 Mod. Novice
125 Stk. Inter.
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# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### World Championship Road Race Series
4/13 Shah Alam, Malaysia, Rnd 1
4/20 Suzuka, Japan, Rnd 2
5/4 Jerez de la Frontera, Spain, Rnd 3
5/18 Mugello, Italy, Rnd 4
6/1 Osterreichring, Austria, Rnd 5
6/8 Paul Ricard, France, Rnd 6
6/28 Assen, Holland, Rnd 7
7/6 Imola, Italy, Rnd 8
7/20 Nurburgring, Germany, Rnd 9
8/3 TBA, Rnd 10
8/17 Donington Park, England, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

### World Superbike Championship Series
3/23 Phillip Island, Australia, Rnd 1
4/20 Misano, Italy, Rnd 2
5/4 Donington Park, England, Rnd 3
6/8 Hockenheim, Germany, Rnd 4
6/22 Monza, Italy, Rnd 5
7/13 Laguna Seca, CA, Rnd 6
8/3 Brands Hatch, England, Rnd 7
8/17 Osterreichring, Austria, Rnd 8
8/31 Assen, Holland, Rnd 9
9/7 TBA, Rnd 10
9/21 Albacete, Spain, Rnd 11
10/5 Sugo, Japan, Rnd 12
10/12 Sentul, Indonesia, Rnd 13
TBA Shah Alam, Malaysia, Rnd 14

### World Supersport Championship
4/20 Misano, Italy, Rnd 1
5/4 Donington, England, Rnd 2
6/8 Hockenheim, Germany, Rnd 3
7/22 Monza, Italy, Rnd 4
8/3 Brands Hatch, England, Rnd 5
8/17 Osterreichring, Austria, Rnd 6
8/31 Assen, Holland, Rnd 7
9/7 Oschersleben, Germany, Rnd 8
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

### World Endurance Road Race Series
4/12-13 Le Mans, France, Rnd 1
7/12-13 Spa, Belgium, Rnd 2
7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

### World Championship Trials Series
4/6 Spain, Rnd 1
4/13 Luxembourg, Rnd 2
5/18 Belgium, Rnd 3
5/25 San Marino/Italy, Rnd 4
6/22 France, Rnd 5
6/29 Italy, Rnd 6
7/13 Andorra, Rnd 7
7/27 United States, Rnd 8
8/31 Czech Republic, Rnd 9
9/7 Germany, Rnd 10

### World Cup Indoor Trials Series
2/8 Barcelona, Spain, Rnd 5
3/1 Andorra, Andorra, Rnd 6
3/8 Helsinki, Finland, Rnd 7
3/15 Paris/Bercy, France, Rnd 8
3/16 Madrid, Spain, Rnd 9
3/21 Monaco, Rnd 10

### Trials des Nations
9/28 England

### Enduro World Championship Series
4/5-6 Guadalajara, Spain, Rnd 1
4/12-13 Figueira da Foz, Portugal, Rnd 2
5/10-11 Semily, Czech Republic, Rnd 3
5/17-18 Puy-en-Velay, France, Rnd 4
6/7-8 Belo Horizonte, Brazil, Rnd 5
6/13-14 Belo Horizonte, Brazil, Rnd 6
7/19-20 Hassleholm, Sweden, Rnd 7
7/26-27 Riihimaki, Finland, Rnd 8

### International Six Day Enduro/ISDE
8/19-24 Brescia, Italy

### World Championship 500cc Motocross Series
3/23 Lommel, Belgium, Rnd 1
4/6 Castiglione L., Italy, Rnd 2
4/20 Sittendorf, Austria, Rnd 3
4/27 Payerne, Soviet Union, Rnd 4
6/1 Jinin, Czech Republic, Rnd 5
6/8 Halle, Netherlands, Rnd 6
6/29 Udevalla, Sweden, Rnd 7
7/6 Farleigh C., England, Rnd 8
7/20 Laguepie, France, Rnd 9
8/3 Namur, Belgium, Rnd 10
8/10 Bockholtz, Luxembourg, Rnd 11
8/24 Holzgerlingen, Germany, Rnd 12

### World Championship 250cc Motocross Series
3/16 Talavera, Spain, Rnd 1
3/23 Agueda, Portugal, Rnd 2
4/13 Valkenswaard, Netherlands, Rnd 3
4/20 Cingoli, Italy, Rnd 4
5/4 Brou, France, Rnd 5
5/11 Loket, Czech Republic, Rnd 6
5/25 Foxhill, England, Rnd 7
6/8 Borgo Mag, Italy, Rnd 8
6/22 Kester, Belgium, Rnd 9
7/6 Belo Horizonte, Brazil, Rnd 10
7/13 Maracay, Venezuela, Rnd 11
8/3 Jogyakarta, Indonesia, Rnd 12
8/17 Gdynia, Poland, Rnd 13
8/31 Roggenburg, Switzerland, Rnd 14
9/7 Gaildorf, Germany, Rnd 15

### World Championship 125cc Motocross Series
3/23 Jogyakarta, Indonesia, Rnd 1
4/13 Pernes, France, Rnd 2
4/20 Bellpuig, Spain, Rnd 3
5/4 Schwanenstadt, Austria, Rnd 4
5/11 Maggiora, Italy, Rnd 5
5/25 Foxhill, England, Rnd 6
6/1 Orehova Vas, Slovenia, Rnd 7
6/22 Gerstetten, Germany, Rnd 8
7/13 Vantaa, Finland, Rnd 9
8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroeteren, Belgium, Rnd 11
8/31 Lierop, Netherlands, Rnd 12
9/14 Nismes, Belgium, Rnd 13

### World Championship Speedway Qualifier Series
5/4 Ljubljana, Slovenia
5/4 Terenzano, Italy
5/4 Czestochowa, Poland
5/19 Abensberg, Germany
6/7 Hyvinkaa, Finland
6/8 Pocking, Germany
6/8 St. Johann, Austria
7/27 Vastervik, Sweden
7/27 Lonigo, Italy

### World Championship Individual Speedway Grand Prix Series
5/17 Prague, Czech Republic, Rnd 1
6/14 Linkoping, Sweden, Rnd 2
7/5 Landshut, Germany, Rnd 3
8/9 Coventry, Great Britain, Rnd 4
8/30 Wroclaw, Poland, Rnd 5
9/20 Vojens, Denmark, Rnd 6
10/5 Neustadt, Austria, Rnd 7

### World Championship Team Speedway
6/21 Krsko, Slovenia
8/24 Debrecen, Hungary
9/14 Pila, Poland

### AMA Superbike National Championship
2/14-16 Phoenix, AZ, Rnd 1
3/5-9 Daytona Beach, FL, Rnd 2
4/18-20 Monterey, CA, Rnd 3
6/6-8 Elkhart Lake, WI, Rnd 4
6/13-15 Loudon, NH, Rnd 5
6/27-29 Brainerd, MN, Rnd 6
7/18-20 Lexington, OH, Rnd 7
8/15-17 Colorado Springs, CO, Rnd 8
8/29-31 Sonoma, CA, Rnd 9
10/3-5 Las Vegas, NV, Rnd 10

### AMA Supercross Series
2/15 Indianapolis, IN, Rnd 5
2/22 Atlanta, GA, Rnd 6
3/8 Daytona, FL, Rnd 7
3/15 Minneapolis, MN, Rnd 8
3/22 Houston, TX, Rnd 9
3/29 Orlando, FL, Rnd 10
4/5 St. Louis, MO, Rnd 11
4/12 Pontiac, MI, Rnd 12
4/19 Charlotte, NC, Rnd 13
4/26 Dallas, TX, Rnd 14
5/17 Las Vegas, NV, Rnd 15

### AMA National Motocross Series
3/2 Gainesville, FL, Rnd 1
5/4 Sacramento, CA, Rnd 2
5/11 San Bernardino, CA, Rnd 3
5/25 Mount.Morris, PA, Rnd 4
6/15 Budds Creek, MD, Rnd 5
6/22 Southwick, MA, Rnd 6
7/6 Buchanan, MI, Rnd 7
7/20 New Berlin, NY, Rnd 8
7/27 Troy, OH, Rnd 9
8/3 Millville, MN, Rnd 10
8/17 Washougal, WA, Rnd 11
8/24 Binghamton, NY, Rnd 12
8/31 Delmont, PA, Rnd 13

### AMA Grand National Championship Series
3/8 Daytona Beach, FL, Rnd 1
5/3 Mineral Wells, WV, Rnd 2
5/17 Harrington, DE, Rnd 3
5/25 Springfield, IL, Rnd 4
5/31 LaSalle, IL, Rnd 5
6/14 Terre Haute, IN, Rnd 6
6/21 Sedalia, MO, Rnd 7
6/28 Lima, OH, Rnd 8
7/5 Lake Odessa, MI, Rnd 9
7/13 DuQuoin, IL, Rnd 10
7/19 Oklahoma City, OK, Rnd 11
7/26 Rossburg, OH, Rnd 12
8/3 Peoria, IL, Rnd 13
8/6 Rapid City, SD, Rnd 14
8/9 East Moline, IL, Rnd 15
8/16 Indianapolis, IN, Rnd 16
8/23 Hagerstown, MD, Rnd 17
8/31 Springfield, IL, Rnd 18
9/7 Syracuse, NY, Rnd 19
9/13 Shakopee, MN, Rnd 20
9/20 TBA, Rnd 21
9/27 Sacramento, CA, Rnd 22
10/4 Las Vegas, NV, Rnd 23
10/12 Del Mar, CA, Rnd 24

### AMA National Championship Enduro Series
2/16 Coalinga, CA, Rnd 1
3/16 Greensboro, GA, Rnd 2
3/23 Kalgary, TX, Rnd 3
4/20 Shelton, WA, Rnd 4
5/4 Wellston, OH, Rnd 5
6/29 Akeley, MN, Rnd 6
7/13 Drummond Island, MI, Rnd 7
7/20 Rand, CO, Rnd 8
10/26 Delaware City, DE, Rnd 9

### AMA National Reliability Enduro Series
**Eastern Region**
5/17-18 New Waverly, TX, Rnd 2
5/24 McArthur, OH, Rnd 3
**Western Region**
4/26-27 Lakeport, CA, Rnd 1
5/31-6/1 Idaho City, ID, Rnd 2
6/7-8 Tillamook, OR, Rnd 3
6/21-22 Yamhill, OR, Final

### AMA National Championship Hare & Hound Series
3/16 Murphy, ID, Rnd 2
4/12 Jericho, UT, Rnd 3
10/26 Lucerne Valley, CA, Rnd 4

### AMA National Championship Hare Scrambles Series
2/9 Hollister, CA, Rnd 1
2/23 Redding, CA, Rnd 2
4/6 Hurricane Mills, TN, Rnd 3
4/13 Good Springs, PA, Rnd 4
7/27 Kahoka, MO, Rnd 5
9/7 Millfield, OH, Rnd 6
9/28 Henryetta, OK, Rnd 7
10/12 Lynnville, IN, Rnd 8

### AMA Grand National Cross Country Series
3/3-4 Ocala, FL, Rnd 1
3/9 Atlanta, GA, Rnd 2
3/23 Cross Anchor, SC, Rnd 3
4/6 Hurricane Mills, TN, Rnd 4
4/20 Clarksburg, WV, Rnd 5
5/11 Brownsville, PA, Rnd 6
6/1 Boyers, PA, Rnd 7
6/15 Elizabeth, WV, Rnd 8
9/7 Millfield, OH, Rnd 9
9/21 Mount Morris, PA, Rnd 10
10/5 Crawfordsville, IN, Rnd 11
10/19 Lisbon, OH, Rnd 12
10/26 Alton, VA, Rnd 13
Info 304/284-0084

### AMA/Maxima National Four-Stroke MX Series
4/13 Phoenix, AZ
4/27 San Bernardino, CA
5/4 Sacramento, CA *
5/11 San Bernardino, CA *
6/1 Tyler, TX
7/6 Grand Junction, CO
7/20 Boise, ID
8/17 Washougal, WA *
* Denotes those races run in conjunction with 125 & 250cc AMA Nationals
Info 916/365-1979

### Evolution of Motocross Series
**Western Region**
4/6 Phoenix, AZ
5/3 Sacramento, CA
5/10 San Bernardino, CA
6/1 Tyler, TX
7/5 Grand Junction, CO
7/20 Boise, ID
8/16 Washougal, WA
**Eastern Region**
3/3 Reddick, FL
TBA Muddy Creek, TN
6/7 Delmont, PA
7/5 Binghamton, NY
8/31 Raceway Park, NJ
9/27 Hurricane Hills, PA
10/19 Red Bud, MI
Info 209/252-9053

### AMA PJ1 National Arenacross Series
2/7-9 Milwaukee, WI, Rnd 21-22
2/14-16 Cincinnati, OH, Rnd 23-24
2/21-23 Denver, CO, Rnd 25-26
Info 817/246-7400

### AMA National Championship Hillclimb Series
5/18 Middlebury, IN, Rnd 1
6/1 Jefferson, PA, Rnd 2
6/8 Steel City, PA, Rnd 3

6/15 Avoca, NY, Rnd 4
7/20 Marquette, MI, Rnd 5
8/3 Jefferson, PA, Rnd 6
8/9 Haydenville, OH, Rnd 7
8/17 Dansville, NY, Rnd 8
9/14 Steel City, PA, Rnd 9
9/21 Middlebury, IN, Rnd 10
9/28 Jefferson, PA, Rnd 11
10/12 Oregonia, OH, Rnd 12

**AMA/U.S. Eastern Pro-Am Motocross Spring Series**
3/16 Dillwyn, VA
3/23 Danville, VA
4/13 Elizabeth City, NC
4/27 Sanford, NC
5/4 Reidsville, NC
5/18 Danville, VA
5/25 Elizabeth City, NC
6/1 Dillwyn, VA
Info 804/724-4392

**AMA/Grand Championship Pro-Am Series**
7/6 Reidsville, NC
7/13 Dillwyn, VA
7/20 Reidsville, NC
7/26 Danville, VA
7/27 Danville, VA
8/10 East Bend, NC
8/24 Danville, VA
9/20 Danville, VA
Info 804/724-4392

**AMA/U.S. Eastern Pro-Am Motocross Fall Series**
9/7 Dillwyn, VA
9/14 Elizabeth City, NC
9/20 Danville, VA
10/5 Dillwyn, VA
10/12 Elizabeth City, NC
10/19 Danville, VA
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

**AMA/Best of Georgia Championship Motocross Series**
3/16 Macon, GA
3/23 Breman, GA
4/6 Macon, GA
4/20 Roberta, GA
5/26 Dalton, GA
9/7 Macon, GA
9/21 Breman, GA
9/28 Roberta, GA
10/5 Dalton, GA
10/12 Macon, GA
Info 912/788-0413

**AMA/Prostar Drag Racing Series**
3/21-23 Gainesville, FL, Rnd 1
4/25-27 Commerce, GA, Rnd 2
6/21-22 Indianapolis, IN, Rnd 3
8/15-17 Atco, NY, Rnd 4
9/5-7 Columbus, OH, Rnd 5
11/13-16 Gainesville, FL, Rnd 6

**IDBA Motorcycle Nationals**
5/3-4 Oklahoma City, OK, Rnd 1
6/14-15 Norwalk, OH, Rnd 2
7/19-20 Columbus, OH, Rnd 3
8/9-10 Morocco, IN, Rnd 4
9/27-28 Greensboro, NC, Rnd 5
10/18-19 Memphis, TN, Rnd 6

**AMA North Eastern Cross Country Series**
4/13 Good Springs, PA(Bike Only)
5/11 Jennerstown, PA
5/25 TBA
6/8 Lowville, NY
7/6 Moravia, NY
7/13 S. Edmonsten, NY
8/3 Lowville, NY
8/31 Little Genesee, NY
9/7 Millfield, OH (bike only)
9/21 TBA
10/12 S. Edmonsten, NY
11/2 Palmyra, NY
**AMA National HS/AMA ATV National TT/*AMA National HS/GNCC
Info 800/335-3833

**AMA Florida Flat Track Series**
2/28 Savannah, GA (1/2 Mile)
3/1 Saint Augustine, FL (1/2 Mile)
* 3/2 Daytona Beach, FL (1/2 Mile)
3/3 Daytona Beach, FL (Short Track)
3/3 Barberville, FL (1/2 Mile)
3/4 Tampa, FL (1/2 Mile)
3/6 Saint Augustine, FL (1/2 Mile)
3/7 Daytona Beach, FL (Short Track)
3/8 Daytona Beach, FL (Short Track)
* Double Header

**AMA Amateur/Youth National Dirt Track Championship**
7/8 Indianapolis, IN
7/9 Indianapolis, IN
7/11 Indianapolis, IN
7/12 Indianapolis, IN
Info 219/486-7172

**AMA Pirelli/KTM/Answer/MSR Mid-South Winter Hare Scrambles Series**
2/9 Waverly, TN, Rnd 3
2/23 Ashland City, TN, Rnd 4
3/2 Reelfoot, TN, Rnd 5
3/16 Bucksnort, TN, Rnd 6
3/23 Cadiz, KY, Rnd 7
Info 615/859-0873

**AMA National Dual Sport Trail Ride Series**
4/19-20 New Waverly, TX
5/3-4 Hurricane Mills, TN
5/17-18 Millfield, OH
5/31-6/1 Mill Hall, PA
6/7-8 St. Charles, MO
6/7-8 Lake Isabella, CA
6/7-8 Loudon, NH
6/21-22 Renfro Valley, KY
7/6-11 Redding, CA
7/12-13 Brightwood, OR
7/19-20 Davis, WV to VA
7/27-8/1 Newberry, MI
8/23-24 Columbus, IN
9/6-7 Golden Pond, KY
9/10-13 Steamboat Springs, CO
9/13-14 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mount Solon, VA
10/11-12 Angels Camp, Ca
10/18-19 McArthur, OH
11/28-29 Los Angeles, CA

**AMA/District 36 Cross Country Series**
2/9 Hollister Hills, CA, Rnd 2
2/23 Redding, CA, Rnd 3
3/2 Carnegie, CA, Rnd 4
3/9 Clear Creek, CA, Rnd 5
3/16 Reno, NV, Rnd 6
3/23 Cow Mountain, CA, Rnd 7
3/30 Fort Sage, CA. Rnd 8
4/6 Hollister Hill, CA, Rnd 9
4/13 Petaluma, CA, Rnd 10
4/26-27 Lakeport, CA, Rnd 11
5/10-11 Virginia City, NV, Rnd 12
5/17-18 Foresthill, CA, Rnd 13
9/21 Yerington, NV, Rnd 14
10/5 TBA, Rnd 15
11/2 Prairie City, CA, Rnd 16
11/16 Wilseyville, CA, Rnd 17
11/29 TBA, Rnd 18
Info 408/294-3438

**AMA/District 37 Dual Sport Ride Series**
*2/8-9 Laughlin, NV
2/16 San Luis Obispo, CA
3/2 Temecula, CA
3/16 San Bernardino, CA
3/22-23 State Line (I-15), NV
4/6 Big Bear Lake, CA
4/20 Newhall, CA
5/3-4 Gorman, CA
5/17-18 Ridgecrest, CA
*6/7-8 Lake Isabella, CA
6/22 Angeles NF, CA
*7/6-11 Redding, CA
7/12-13 Sequoia NF, CA
7/26-27 Mammoth Lakes, CA
8/9-10 Big Bear Lake, CA
8/23-24 Bass Lake, CA
9/14 Kernville, CA
9/20-21 Bishop, CA
9/28 Big Bear Lake, CA
10/4-5 Bishop, CA
10/12 Victorville, CA
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/16 Riverside, CA
*11/28-29 LA-Barstow-Las Vegas
12/28 Mojave, CA
*National Trail Ride Series Event
Info 818/249-2141 (3,1)

**AMA/District 37 Big 6 Grand Prix Series**
3/1-2 San Bernardino, CA, Rnd 2
4/5-6 Twentynine Palms, CA, Rnd 3
5/3-4 TBA, Rnd 4
10/4-5 TBA, Rnd 5
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

**ACMQ National Ice Series**
2/9 Repentigny, Quebec, Rnd 4
2/15 Valcourt, Quebec, Rnd 5
3/2 St. Joseph Du Lac, Quebec, Rnd 6
Info 514/654-8193

**AHRMA Historic Cup Series**
2/28 Deland, FL, Rnd 1
3/3-4 Daytona Beach, FL, Rnd 2
4/26-27 Rosamond, CA, Rnd 3
5/3-4 Summit Point, WV, Rnd 4
5/31-6/1 Elkhart Lake, WI, Rnd 5
6/14-15 Grattan, MI, Rnd 6
7/12-13 Lexington, OH, Rnd 7
8/23-24 Sonoma, CA, Rnd 8
9/13 Steamboat Springs, CO, Rnd 9
10/4-5 Talladega, AL, Rnd 10
11/15-16 Faulkville, GA, Rnd 11
Info 715/842-9699

**North American Sport Bike Series**
2/26-3/2 Daytona Beach, FL, Rnd 1
3/14-16 Rosamond, CA, Rnd 2
5/30-6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

**NASB/Formula USA Series**
2/26-3/2 Daytona Beach, FL, Rnd 1
3/14-16 Rosamond, CA, Rnd 2
5/30-/6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

**CCS/Championship Cup Road Racing Series**

**California Region**
3/1-2 Las Vegas, NV
4/5-6 Buttonwillow, CA
5/3-4 Phoenix, AZ
5/31-6/1 Buttonwillow, CA
8/2-3 Buttonwillow, CA
9/6-7 Buttonwillow, CA
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*

**Florida Region**
2/16 Homestead, FL
2/26-3/2 Daytona Beach, FL
3/23 West Palm Beach, FL
4/27 West Palm Beach, FL
5/26 West Palm Beach, FL
6/22 West Palm Beach, FL
7/6 Homestead, FL
7/27 West Palm Beach, FL
8/24 West Palm Beach, FL
9/13-14 Braselton, GA
9/28 West Palm Beach, FL
12/7 Homestead, FL*

**Great Lakes Region**
3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL*

**Great Plains Region**
3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/16-17 Topeka, KS
8/23-24 Brainerd, MN
9/20-21 South Beloit, IL*

**North East Region**
4/19-20 Loudon, NH
5/3-4 Loudon, NH
5/24-25 Bridgehampton, NY
6/7-8 Loudon, NH
7/5-6 Bridgehampton, NY
7/19-20 Loudon, NH
8/2-3 Bridgehampton, NY
8/23-24 Loudon, NH
8/30-31 Bridgehampton, NY
9/6-7 Loudon, NH
10/3-5 Loudon, NH

**Mid Atlantic Region**
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/14-15 Summit Point, WV
6/21-22 Braselton, GA*
7/19-20 Summit Point, WV
8/16-17 Braselton, GA
8/28-31 Long Pond, PA*
9/13-14 Braselton, GA
10/4-5 Summit Point, WV*

**Mid West Region**
3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
7/19-20 South Beloit, IL
8/1-3 Elkhart Lake, WI*
8/16-17 South Beloit, IL
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL

**South East Region**
2/26-3/2 Daytona Beach, FL
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/21-22 Braselton, GA*
7/19-20 Bloomingdale, GA
8/16-17 Braselton, GA
8/30-31 Bloomingdale, GA
9/13-14 Braselton, GA*


Professional/Expert
Fri & Sat 7:30pm
Youth/Amateur
Sun 2:00pm

PJ1 NATIONAL ARENACROSS Series

DA$H FOR CA$H

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FEATURING:
Jimmy Gaddis
Jeromy Buehl
Mike Jones
Chad Pederson
Cliff Palmer
Jeff Dement
Denny Stephenson
Todd DeHoop
Buddy Antunez
& 100's more.

HOME OF THE JUMP OFF CONTEST

AMA SANCTIONED
PJ1

$100,000.00 Point Fund Plus Contingency

CINCINNATI, OHIO
Riverfront Coliseum February 14-16
In conjunction: DEALERNEWS POWERSPORTS EXPO

DENVER, COLORADO
Denver Coliseum February 21-23
YOUTH/AMATEUR ARENACROSS CHAMPIONSHIPS

UNI AIR FILTERS · Mechanix · SCOTT · ANSWER · Motion Pro · DUNLOP · SHIRT WEAR · ISCO · RRP · SHOEI · ACCEL · REGINA · COMETIC · PRO CIRCUIT · SDS · MIKE KIDD

Entry Forms/Ticket Info: (817) 246-7400



Pro Payback Over $6,000

Open Practice 1:00-8:00 P.M. Feb. 13th

FAIRCROSS PROMOTIONS
4th ANNUAL
SUMMIT ARENACROSS SERIES - Round 2
FEBRUARY 14th, 15th and 16th
Summit Co. Fairgrounds
Akron, Ohio
LARGEST INDOOR TRACK IN OHIO
CRA Points Event
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The New '97 KTM Sportminicycles are Here

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Designed For Riders
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North County Yamaha KTM 1315 Las Villas Way, Escondido, CA

GLEN HELEN

Malcolm Smith MOTORSPORTS

Presents the 5th Annual

AMA SANCTIONED

DISTRICT 37 AMA COMPETITION

PRAIRIE DOGS DOG-GON-IT

# GRAN PRIX

# March 1 & 2, 1997

"BEST OF THE WEST"

**Saturday March 1st**

| | |
|---|---|
| 8:00 am | Unclassified (1 hour) |
| 10:00 am | Senior/Mag./Super Sr./Women |
| 12:30 pm | Kid's Event * |
| 2:00 pm | All Vets |
| 6:30 pm | Night Race |

2 Hour Races!

**Sunday March 2nd**

| | |
|---|---|
| 8:00 am | Quads (1-1/2 hrs.) |
| 10:00 am | 80 cc/125cc/4-Stroke/Dual Sport |
| 12:30 pm | Classic/Vintage/Sidecar ** |
| 2:00 pm | All 250cc/500cc |

*Kid's Event is fun for the little guys (80cc, 11 yrs. Old MAX). The Pee Wee event will run at the same time as the 80's on a specially prepared Pee Wee track. Must be AMA Member.

** Vintage Classic, Sidecar race &Night Race will run for 1 hr. On a shortened course. Night racers are required to have a light powered by the motorcycle. No light, no ride, no exceptions.

10 Mile Course Through Glen Helen Regional Park Used Only Once A YEAR !!!

SAN BERNARDINO COUNTY Regional Parks

YAMAHA

GLEN HELEN

Gate Fees: $10. Per day . $15. For Weekend . 12 under Free
Gates Open 4 pm Friday . Gates Close 10 pm Fri/Sat.
Gates Open 6 am Sat/Sun

Pre-Entry Opens Jan. 13, 1997 * Closes Feb. 21, 1997 *

Minors must be accompanied by Parent or Notorized Legal Guardian.

Entry Fees: D37 $25. Pre-Entry, $35. Post Entry, $15. Unclassified - Kid's - Night Race (Add $5. For Non District) AMA Membership Required, may be purchased at race for $29. No 3-Wheelers, No Quads Riders Under 16 yrs.

1 Entry Form Per Race
Send Entries + 2 self-addressed Stamp Envelopes, copies of AMA & District Cards

Please Mail Entries To :
Prairie Dogs MC
5532 Dollar Dr.
Huntington Beach, CA 92647

Please Make Checks Payable To:
PRAIRIE DOGS MC
NO REFUNDS !

GP Info Call:
Mike Parrot (714) 256-1245

Entry Info Call:
Doug Mohr (714) 898-4599

Glen Helen Info Call:
Steve Nilles (909) 880-3090

Receive drawing ticket with purchase at Malcolm Smith Motorsports, for your chance at product prizes from MSM & Glen Helen Raceway practice passes to be given away at the Prairie Dogs GP Sat. & Sun. March 1 & 2 , 1997

PICK UP $5 OFF ENTRY COUPON AT:

Malcolm Smith MOTORSPORTS

RIVERSIDE, CA • (909) 687-1300



CRC

# Sunday, February 16, 1997

DON'T MISS IT!

Membership Not Required

Los Angeles County Raceway
Palmdale, CA

EACH CLASS RACE 45 MINUTES
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS
DOUBLE POINTS

| | |
|---|---|
| 8:00 AM | Parade Lap |
| 8:15 AM | Jr. Vets (+25) |
| | Vin. (bikes '75 or older) |
| | Hay-Day (bikes up to '81) |
| 9:15 AM | All 80cc |
| 10:15 AM | Oldtimers Club |
| 11:15 AM | All 60cc |
| 12:00 Noon | Parade Lap |
| 12:15 PM | CRC Vets (+30) |
| | Sr. (+40) |
| 1:15 PM | 125,250,500 Beg |
| 2:15 PM | 125,250,500 Nov/Int/Pro |
| 3:15 PM | Team Race |

Pee Wee's will run 2 Motos on a separate track

Practice 9:00 AM • 1st Race 10:00 AM
2nd Race 11:00 AM

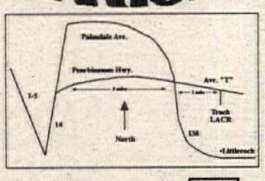
| | |
|---|---|
| MAIL ENTRY | $25.00 |
| Non-Member | $30.00* |
| POST ENTRY | $30.00 |
| Non-Member | $35.00* |

No post entry penalty for 2nd class entered
* Membership Not Required to Race - Points & Trophies Only to Members

**1997 CRC Membership Available**

*Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)*

CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550




For info call (805) 272-8889

CRC

GNC Motocross Finals
March 13-16, 1997
Mosier Valley DFW
Dallas/Ft. Worth, TX
Call: 214-351-9900

GNC MOTOCROSS



(209) 673-8080
GFI Racing North
Saturday, March 8
Open MX Practice – Prairie City, CA
Sunday, March 9
Motocross Race – Prairie City, CA



GFI RACING (909) 653-4042
A Rider For the Riders

| | | |
|---|---|---|
| Sun., Feb. 9 | GFI Winter Series Round 4* | L.A.C.R. |
| Sun., Feb. 16 | GFI Winter Series Round 5* | Glen Helen |
| Sat., Feb. 22 | GFI Saturday Practice Day (8am - 1pm) | Perris |
| Sun., Feb. 23 | GFI Winter Series North-South Showdown | Perris |

*Kawasaki, Suzuki, and Yamaha Contingency



NMA

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(310) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650

National Motosport Association


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

**South West Region**
3/1-2 Las Vegas, NV
4/5-6 Buttonwillow, CA
5/3-4 Phoenix, AZ
8/2-3 Buttonwillow, CA
9/20-21 Las Vegas, NV
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
*Double Points Event
Info 704/684-4297

### Northern California Mini Road Racing Championship Series
3/15-16 Sacramento, CA
*4/19-20 Sacramento, CA
5/17-18 Sacramento, CA
*6/7-8 Sacramento, CA
7/12-13 Sacramento, CA
8/2-3 Sacramento, CA
*9/13-14 Sacramento, CA
10/4-5 Sacramento, CA
*Indicates Spring and Endurance Race Event
Info 916/722-5517

### AHRMA BMW Classic Cup Series
3/3-4 Daytona Beach, FL, Rnd 1
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

### AHRMA SOS/BOT/Sound of Thunder Series
2/28 Deland, FL, Rnd 1
3/3-4 Daytona Beach, FL, Rnd 2
4/26-27 Rosamond, CA, Rnd 3
5//3-4 Summit Point, WV, Rnd 4
5/31-6/1 Elkhart Lake, WI, Rnd 5
6/14-15 Grattan, MI, Rnd 6
7/12-13 Lexington, OH, Rnd 7
8/23-24 Sonoma, CA, Rnd 8
9/13-14 Steamboat Springs, CO, Rnd 9
10/4-5 Talladega, AL, Rnd 10
11/15-16 Faulkville, GA, Rnd 11
Info 715/842-9699

### AHRMA/Speed & Sport Vintage MX Series
3/1 Ocala, FL, Rnd 1
3/8 Peoria, AZ, Rnd 2
4/20 Brentwood, CA, Rnd 3
4/26 Bremen, GA, Rnd 4
5/3-4 Casey, IL, Rnd 5
5/18 Perris, CA, Rnd 6
5/31 Elkhart Lake, WI, Rnd 7
6/7 New Berlin, NY, Rnd 8
6/14 Grattan, MI, Rnd 9
6/28 Peoria, IL, Rnd 10
7/5-6 Carlsbad, CA, Rnd 11
7/12 Lexington, OH, Rnd 12
7/26 Southwick, MI, Rnd 13
8/9 Mammoth Mtn. CA, Rnd 14
8/16 Linnville, OH, Rnd 15
9/12 Steamboat Springs, CO, Rnd 16
10/19 Hollister, CA, Rnd 17
Info 715/842-9699

### AHRMA-Western Regional Motocross Series
2/9 Brentwood, CA
2/23 Tulare, CA
4/6 Carlsbad, CA
5/4 Dixon, CA
6/22 Eugene, OR
8/10 Mammoth, CA
9/28 Fernley, NV
10/5 TBA
11/2 Tulare, CA
Info 408/663-4014

### AHRMA Nor Cal Motocross Series
2/9 Brentwood, CA
2/16 Sacramento, CA
4/20 Brentwood, CA
5/4 Dixon, CA
7/20 Carson City, NV
8/31 Montery, CA
9/28 Fernley, NV
10/19 Hollister, CA
Info 702/265-4904

### AHRMA So Cal Motocross Series
2/16 Valencia, CA
4/6 Carlsbad, CA
5/18 Perris, CA
6/28 Perris, CA
8/10 Mammoth, CA
10/5 TBA
Info 909/929-6772

### AHRMA/Speed & Sport Vintage Trials Series
3/6 Ocala, FL, Rnd 2
3/9 Peoria, AZ, Rnd 3
4/13 Collins, MO, Rnd 4
4/19 Brentwood, CA, Rnd 5
6/1 Elkhart Lake, WI, Rnd 6
6/15 Grattan, MI, Rnd 7
6/29 Peoria, IL, Rnd 8
7/13 Lexington, OH, Rnd 9
8/24 Sonoma, CA, Rnd 10
9/11 Steamboat Springs, CO, Rnd 11
10/11 White City, IL, Rnd 12
10/18 Hollister, CA, Rnd 13
Info 715/842-9699

### AHRMA-West Regional Trials Series
2/15 Patterson, CA
3/9 Phoenix, AZ
4/19 Brentwood, CA
7/4 Carlsbad, CA
8/16 Norden, CA
8/23 Sonoma, CA
9/27 La Porte, CA
10/18 Hollister, CA
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

### AHRMA/Classic Bike Magazine Dirt Track Series
3/2 Daytona Beach, FL, Rnd 1
3/8 St. Augustine, FL, Rnd 2
5/17 Hanford, CA, Rnd 3
6/7 Budds Creek, MD, Rnd 4
6/29 Peoria, IL, Rnd 5
7/26 Weedsport, NY, Rnd 6
8/16 Linnville, OH, Rnd 7
9/10 Hayden, CO, Rnd 8
Info 715/842-9699

### AHRMA Dixie Cup Road Race Series
2/28 Deland, FL, Rnd 1
3/3-4 Daytona Beach, FL, Rnd 2
10/4-5 Talledega, AL, Rnd 3
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

### AHRMA Midwest Road Race Trophy
5/31-6/1 Elkhart Lake, WI
6/14-15 Grattan, MI
7/12-13 Lexington, OH
Info 715/842-9699

### AHRMA Pacific Crown Road Race Series
4/26-27 Rosamond, CA
8/23-24 Sonoma, CA
Info 715/842-9699

### AHRMA Vintage Motorcycle Days Road Race Championships
7/12-13 Lexington, OH
8/23-24 Sonoma, CA
Info 715/842-9699

### New York State Challenge Series
7/20 Batavia, NY, Rnd 1
7/27 Hunt, NY, Rnd 2
8/3 Palmyra, NY, Rnd 3
8/10 Silver Springs, NY, Rnd 4
8/17 Frozen Ocean, NY, Rnd 5
Info WNYSC 716/786-0236

### La Playa Grand Prix Motocross Series
3/2 Rosarito, BC/Mexico, Rnd 1
5/18 Rosarito, BC/Mexico, Rnd 2
8/10 Rosarito, BC/Mexico, Rnd 3
10/5 Rosarito, BC/Mexico, Rnd 4
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

### ECEA Championship Enduro Series
3/16 Greenbank, NJ
3/23 Indian Mills, NJ
4/6 Belleplain, NJ
4/20 Warren Grove, NJ
5/4 New Lisbon, NJ
5/11 Stanhope, NJ
5/25 New Philadelphia, PA
6/22 West Greenwich, RI
7/20 Blain, PA
7/27 Rawlings, MD
8/3 Middlebury Center, PA
8/17 Speedsville, NY
8/24 Mauricetown, NJ
9/7 Shippensburg, PA
9/14 Brandonville, PA
9/21 New Lisbon, NJ
9/28 Webb Mills, NY
10/5 New Gretna, NJ
10/26 Delaware City, DE
Info 717/865-0601

### ECEA Championship Hare Scrambles Series
4/13 Good Springs, PA
4/27 St. George, DE
5/18 Belleplain, NJ
6/8 Woodland Twp., NJ
7/6 Stanhope, NJ
8/10 Hobbie, PA
10/19 Budds Creek, MD
11/2 Warren Grove, NJ
11/9 Mauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

### ECEA Dual Sport Series
6/15 Brandonville, PA
7/6 Belleplain, NJ
10/12 Indian Mills, NJ
10/19 New Philadelphia, PA
11/16 Greenbank, NJ
Info 717/865-0601

### WERA National Endurance Series
4/12 Talladega, AL, Rnd 1
5/10 Braselton, GA, Rnd 2
5/24 Hallett, OK, Rnd 3
6/14 East St. Louis, IL, Rnd 4
6/28 Clermont, IN, Rnd 5
7/5 Grattan, MI, Rnd 6
8/2 Summit Point, WV, Rnd 7
9/6 Millington, TN, Rnd 8
9/20 College Station, TX, Rnd 9
10/10 Braselton, GA, Rnd 10

### WERA National Challenge Series
4/11-13 Talladega, AL, Rnd 1
5/9-11 Braselton, GA, Rnd 2
5/23-25 Hallett, OK, Rnd 3
6/13-15 East St. Louis, IL, Rnd 4
6/26-29 Clermont, IN, Rnd 5
7/4-6 Grattan, MI, Rnd 6
8/1-3 Summit Point, WV, Rnd 7
9/5-7 Millington, TN, Rnd 8
9/19-21 College Station, TX, Rnd 9
10/8-12 Braselton, GA, Rnd 10
Info 770/924-8404

### WERA Grand National Finals
10/9-13 Braselton, GA

### WERA Vintage Series
2/28 Faulkville, GA, Rnd 1
3/9 College Station, TX, Rnd 2
3/22 Braselton, GA, Rnd 3
3/29 Indianapolis, IN, Rnd 4
4/6 Henderson, TX, Rnd 5
4/12 Summit Point, WV, Rnd 6
5/3 Grattan, MI, Rnd 7
5/3 Talladega, AL, Rnd 8
5/4 College Station, TX, Rnd 9
5/17 Mount Meridian, IN, Rnd 10
5/24 Garretsville, OH, Rnd 11
5/31 Summit Point, WV, Rnd 12
6/7 Faulkville, GA, Rnd 13
6/7 Grattan, MI, Rnd 14
6/8 Henderson, TX, Rnd 15
7/6 College Station, TX, Rnd 16
7/19 South Haven, MI, Rnd 17
* 7/26 Garrettsville, OH, Rnd 18
7/26 Braselton, GA, Rnd 19
8/3 Henderson, TX, Rnd 20
8/9 Mount Meridian, IN, Rnd 21
8/23 Talladega, AL, Rnd 22
8/30 Garrettsville, OH, Rnd 23
8/31 Hallett, OK, Rnd 24
9/6 Summit Point, WV, Rnd 25
9/20 Faulkville, GA, Rnd 26

### WERA Sportsman Series
**North Central**
3/29-30 Clermont, IN
4/19-20 South Haven, MI
5/3-4 Grattan, MI
5/17-18 Mount Meridian, IN
6/7-8 Grattan, MI
6/21-22 Mount Meridian, IN
6/26-29 Clemont, IN
7/19-20 South Haven, MI
8/9-10 Mount Meridian, IN
8/16-17 Fairmont, IL
9/27-28 Mount Meridian, IN

**Northeast**
3/22-23 Braselton, GA
4/12-13 Summit Point, WV
5/24-25 Garrettsville, OH
5/31-6/1 Summit Point, WV
6/7-8 Grattan, MI
6/26-29 Clermont, IN
7/19-20 South Haven, MI
* 7/26-27 Garrettsville, OH
8/30-31 Garrettsville, OH
9/6-7 Summit Point, WV

**Mid-Central**
2/22-23 Talladega, AL
3/22-23 Braselton, GA
5/17-18 Millington, TN
5/23-25 Hallett, OK
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/16-17 Fairmont, IL
8/30-31 Hallett, OK
9/5-7 Millington, TN
9/27-28 Mount Meridian, IN

**South Central**
2/8-9 Monterrey, Mexico
3/8-9 College Station, TX
4/5-6 Henderson, TX
5/3-4 College Station, TX
5/23-25 Hallett, OK
6/7-8 Henderson, TX
6/26-29 Clermont, IN
7/5-6 College Station, TX
8/2-3 Henderson, TX
8/30-31 Hallett, OK
9/20-21 College Station, TX

**Southeast**
2/22-23 Talledega, AL
3/15-16 Faulkville, GA
3/22-23 Braselton, GA
5/3-4 Talladega, AL
5/17-18 Millington, TN
6/7-8 Faulkville, GA
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/9-10 Faulkville, GA
8/23-24 Talladega, AL
9/20-21 Faulkville, GA
Info 770/924-8404

### Smoky Mountain Mini Road Race Series
3/16 Elgin, SC
4/13 Elgin, SC
*5/4 Elgin, SC
6/8 Elgin, SC
7/6 Elgin, SC
9/7 Elgin, SC
*10/12 Elgin, SC
11/2 Elgin, SC
*Endurance
Info 704/531-2797

### Mid-Atlantic Vintage Trials Series
3/23 Union Bridge, MD
4/20 Forest Hill, MD
4/26 Williamsport, PA
5/3-4 Toronto, OH
6/21 Williamsport, PA
7/19 Lock Haven, PA
8/9 Toronto, OH
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

### KORR Hare Scrambles Championship Series
2/23 Hillsboro, KS
3/2 Arkansas City, KS
4/20 Arkansas City, KS
5/4 Sterling, KS
10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

### KORR Motocross Championship Series
3/16 Sterling, KS
3/23 Marion, KS
4/6 Hillsboro, KS
4/27 Marion, KS
5/18 Arkansas City, KS
6/8 Hillsboro, KS
6/22 Marion, KS
7/13 Sterling, KS
7/26 Marion, KS
7/27 Hillsboro, KS
8/17 Sterling, KS
8/24 Hillsboro, KS
9/7 Marion, KS
9/14 Arkansas City, KS
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

### NMA World Mini Grand Prix
4/3-6 Las Vegas, NV
Info 310/868-8112

### NMA Grand National MX Championships
7/29-8/2 Ponca City, OK
Info 310/868-8112

### Branson USA MX Nationals
10/3-5 Branson, MO
Info 909/657-6782

### MRAN Desert Series
2/22 St. George, UT, Rnd 2
3/9 Las Vegas, NV, Rnd 3
4/26-27 Panaca, NV, Rnd 4
5/24 Delta, UT, Rnd 5
6/7 Pioche, NV, Rnd 6
7/5-6 Caliente, NV, Rnd 7
8/10 Ely, NV, Rnd 8
8/30-31 Pioche, NV, Rnd 9
10/18-19 Logandale, UT, Rnd 10
11/1-2 Beatty, NV, Rnd 11
Info 702/437-6762

### Black Jack Enduro Circuit
3/2 Kirby, AR
3/16 St. Joe, TX
3/23 White Rock, AR
4/13 Hanna, OK
5/4 Mayflower, AR
5/18 Park Hills, MO
6/1 Chadwick, MO
9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX
Info 918/445-0626

### SERA Hare Scrambles Series
2/9 Wiggins, MS, Rnd 3

### SRAC Motocross Series
2/16 Colorado Springs, CO
3/2 Colorado Springs, CO
3/9 Aurora, CO
3/16 Colorado Springs, CO
3/23 Cheyenne, WY
3/30 Pueblo, CO
4/6 Cheyenne, WY
4/12 Adams County, CO
4/20 Pueblo, CO
4/27 Cheyenne, WY
5/3 Grand Junction, CO
5/10 Greeley, CO
5/18 Colorado Springs, CO
5/25 Berthoud, CO
6/1 Pueblo, CO
6/8 Colorado Springs, CO
6/14 Pueblo, CO
6/22 Aurora, CO
6/29 Berthoud, CO
7/6 Grand Junction, CO
7/13 Aurora, CO
7/19 Colorado Springs, CO
7/27 Colorado Springs, CO
8/3 Cheyenne, WY
8/10 Pueblo, CO
8/17 Berthoud, CO
8/23 Grand Junction, CO
9/1 Pueblo, CO
9/6 TBA
9/14 Pueblo, CO
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

### CMRRA 50cc/125cc Championship Road Race Series
2/23 Perris, CA
3/30 Palomar, CA
4/27 Riverside, CA
6/1 Perris, CA
6/28-29 Rosamond, CA
7/27 Riverside, CA
8/24 Riverside, CA
9/28 Perris, CA
10/ TBA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

### Checkered Flag Indoor Motocross
2/7-8-9 Tyler, TX
2/7-8-9 Salisbury, MD
2/15 Casper, WY
Info 817/683-4742

### AMA Gulf Coast Arenacross Series
4/18-19-20 Gulfport, MS
5/2-3-4 Covington, LA
5/16-17-18 Mobile, AL
6/13-14-15 Pascagoula, MS
6/27-28-29 Gulfport, MS
Info 601/255-8110

### WSMC Road Race Series
2/15-16 Rosamond, CA, Rnd 2
3/15-16 Rosamond, CA, Rnd 3
4/19-20 Rosamond, CA, Rnd 4
5/17-18 Rosamond, CA, Rnd 5
6/14-15 Rosamond, CA, Rnd 6
7/19-20 Rosamond, CA, Rnd 7
8/16-17 Rosamond, CA, Rnd 8
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

### AFM Road Race Series
3/9 Buttonwillow, CA
4/5-6 Sonoma, CA
4/20 Willows, CA
5/24-25 Sonoma, CA
6/28-29 Sonoma, CA
8/2-3 Sonoma, CA
9/6-7 Willows, CA
10/12 Buttonwillow, CA
Info 510/796-7005

### MRA Road Racing Series
5/4 Mead, CO
5/18 Peublo, CO
6/1 Mead, CO
6/15 Denver, CO
6/29 Denver, CO
7/13 Mead, CO
8/10 Pikes Peak, CO
8/24 Pueblo, CO
9/14 Steamboat Springs, CO
9/28 Mead, CO
Info 303/530-5678

### GFI Winter Series
**South**
2/9 LACR, Rnd 4
2/16 Glen Helen, CA, Rnd 5
2/23 Perris, CA, Rnd 6
**North**
2/2 Prairie City, CA, Rnd 5
Info 909/653-4042

### Rocky Mountain Dual Sport Series
2/16 Grant, CO
6/28-29 Turquoise Lake, CO
7/18-20 Leadville, CO
8/7-9 Sturgis, SD
9/8-9 Encampment, WY
* 9/10-13 Steamboat Springs, CO
* National Trail Ride Series Event
Info 303/697-8382

### Cycle News Appalachian Dual Sport Tour
5/3-4 Hurricane Mills, TN
5/17-18 Stewart, OH
6/21-22 Renfro Valley, KY
7/19-20 Davis, WV
9/27-28 Elizabeth, WV
Info 304/284-0084

### Ride For Kids Charity Ride
3/16 San Bernardino, CA
4/27 Houston, TX
5/18 Torrance, CA
6/1 Atlanta, GA
6/15 St. Paul, MN
6/21 Asheville, NC
7/13 Oakbrook, IL
7/26 Marysville, OH
8/3 Harriman, NY
8/24 Ann Arbor, MI
9/7 Monroe, WA
9/14 Columbia, MD
9/28 Vallejo, CA

### CMC Golden State MX Nationals
**South**
2/9 Ramona, CA, Rnd 3
2/16 Victorville, CA, Rnd 4
2/23 Palmdale, CA, Rnd 5
TBA Brentwood, CA, Rnd 2
3/22-23 Gorman, CA, Final
**North**
2/9 Marysville, CA, Rnd 3
2/16 Hollister, CA, Rnd 4
2/23 Sacramento, CA, Rnd 5
TBA Brentwood, CA, Rnd 2
3/22-23 Gorman, CA, Final
**Pac-NW**
2/16 Salem, OR, Rnd 4
TBA Brentwood, CA, Rnd 2
3/22-23 Gorman, CA, Final
Info 714/367-1141

**FEBRUARY**

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**MARCH**

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*Denotes Payback

**Feb 7-8**

* NORTH CAROLINA ARENACROSS - AMA/Victory Sports, WNC Agriculture Center, Asheville. Info: 423/323-5497.

* NORTH DAKOTA INDOOR MOTOCROSS - GR Promotions, Fargodome, Fargo. Info: 612/891-1275.

**Feb 7-9**

* MARYLAND INDOOR MOTOCROSS - Checkered Flag Productions, Wicomico Civic Center, Salisbury. Info: 817/683-4742.

* TEXAS MARDI GRAS MOTOR CLASSIC - AMA Sanctioned Dirt Drags, A&B Enterprises, Pleasure Island, Port Arthur. Info: 409/985-8959.

* TEXAS INDOOR MOTOCROSS - Checkered Flag Productions, Oil Palace, Tyler. Info: 817/683-4742.

WISCONSIN PJ1 NATIONAL ARENACROSS SERIES - Mike Kidd Promotions, Wisconsin Center Arena, Milwaukee. Info: 817/246-7400.


THE FLORIDA HARLEY-DAVIDSON® DEALERS ASSOCIATION PRESENTS:

FLORIDA FLAT TRACK RACING SERIES

$10,000 EXPERT CHAMPIONSHIP POINT FUND

Friday, February 28 — Oglethorpe Speedway, Savannah, GA 1/2 Mile
Saturday, March 1 — St. Augustine Speedway., St. Augustine, FL 1/2 Mile (Asphalt)
*Sunday, March 2 — Volusia Speedway, Barberville, FL 1/2 Mile (Asphalt)
*Sunday, March 2 — Volusia Speedway, Barberville, FL 1/2 Mile (Dirt)
Monday, March 3 — Volusia Speedway, Barberville, FL 1/2 Mile (Dirt)
Tuesday, March 4 — East Bay Raceway, Tampa, FL 1/2 Mile
Thursday, March 6 — St. Augustine Speedway., St. Augustine, FL 1/2 Mile (Asphalt)
Friday, March 7 — Municipal Stadium, Daytona Beach, FL
Saturday, March 8 — Municipal Stadium, Daytona Beach, FL

*DOUBLE-HEADER - Asphalt half-mile Sunday afternoon (2:00 p.m.) / dirt track half mile Sunday night (7:00 p.m.)

Daytona Municipal Stadium Ticket Info: (804) 253-RACE

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9860 E. Fern St., Perrine, FL 33157
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ROSSITER'S HARLEY-DAVIDSON
1175 N. Washington Blvd. (Rt. 301), Sarasota, FL 34236
GATOR HARLEY-DAVIDSON
2325 E. Main St, Leesburg, FL 34748
HARLEY-DAVIDSON OF PALM BEACH
420 Park Place, West Palm Beach, FL 33401
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10399 Atlantic Blvd., Jacksonville, FL 32211
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HARLEY-DAVIDSON OF ST. AUGUSTINE
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5989 Haines Road., St. Petersburg, FL 33714
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STARWEST SUPERCROSS PARK

WILL BE CLOSED For Track Changes

The track will re-open for practice on Saturday, February 8th, 1997

Watch for Track Changes!

Located 3 Miles East of 215 Freeway
On Ramona Expressway at the Lake Perris Fairgrounds

(909) 943-4535
(909) 657-8845



CRC 1997 California Race Schedule
100% PRO PAYBACK

| | | |
|---|---|---|
| Sunday, Feb. 9 | CRC/GFI - MX | L.A.C.R. |
| Sunday, Feb. 16 | Diamond Head - GP | L.A.C.R. |
| Sunday, Feb. 23 | CRC/CMC - MX | L.A.C.R. |
| Sunday, March 2 | MX | L.A.C.R. |

Saturday Practice - now til May 24 - 9:00 a.m. - 2:00 p.m.
Wednesday Nights - Starting April 16 - 4 p.m. to 9 p.m.
Friday Nights - Starting June 7 - 4 p.m. to 9 p.m.
CRC Info (805) 272-8889



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STEVE MOREHEAD & ON TRACK PROMOTIONS PRESENTS

**2nd Annual Florida Harley-Davidson® Dealers**

# FLAT TRACK DOUBLE-HEADER

## SUNDAY, MARCH 2

VOLUSIA COUNTY SPEEDWAY

**2 PM** THE DAYTONA HALF-MILE

TICKETS
ADVANCE: $12
RACE DAY: $15

Advance Tickets on Sale at Select Florida Harley-Davidson Dealers or Send Check to ON-TRACK PROMOTIONS PO Box 2999, Myrtle Beach, SC 29578-2999

GATES OPEN: 12 NOON

**7 PM** THE DIRT TRACK HALF-MILE

$12 with 2 PM Race Ticket Stub
$15 ALL OTHERS

## Check out what our readers are saying about Cycle News On-Line!

*" I just checked out your web site for the first time and all I've got to say is 'Damn! You guys are cool!' Keep up the good work...* **- Rob Harvey, Denver, CO - via Internet**

*"Just wanted to thank you all for a great paper and to make it even better you came up with Virtual Grandstand..."* **-Robert Rice, via Internet**

*"Way to go folks. I just spent tonight with about 6 others flashing back and forth between the Virtual Grandstand and a chat room. It was almost like being there! Great idea...please keep it up!"* **- Brett LaMar, via Internet**

*"Keep up the work with Virtual Grandstand. This is a good idea, it lets me keep up with the races as they happen. Your site is great."* **- John Griffin, via Internet**

*"Just sat down at the PC and loaded the Supercross Virtual Grandstand race coverage. It wasn't long before I had the whole family sitting around the monitor hitting the "reload" button. It's kind of like sitting around the radio listening to some 1930 radio drama! Excellent idea and excellent job - keep it up."* **-Sterlin Smith and Family, via Internet**

**Check out Cycle News On-Line for yourself at**

CYCLE NEWS ON LINE

**http://www.cyclenews.com**



TULARE CYCLE PARK
Tulare, CA Event Calendar

| | |
|---|---|
| Saturday, February 15 | Open MX & Dirt Track Practice<br>Motorcycle & Quads - Class C Traction |
| Sunday, February 23 | A.H.R.M.A. MX Series |
| Saturday, March 1 | Open MX & Dirt Track Practice<br>Motorcycle & Quads - Class C Traction |

All minors must be accompanied by a parent or a notarized legal guardian.

INFO (209) 685-0503



GLEN HELEN RACEWAY PARK
SAN BERNARDINO, CA
http://www.ccweb.com/glenhelen

CHECK DATES AND TIMES FOR FEBRUARY MX PRACTICE
CALL 24 HOURS FOR RACE & PRACTICE INFO:
(909) 880-3090

| | |
|---|---|
| Thursday, Feb. 6 | MX Practice 8:00am till Dusk |
| Saturday, Feb. 8 | MX Practice 8:00am till 1:00pm |
| Sunday, Feb. 9 | Blockbuster MX Series Rd. 1 |
| Thursday, Feb. 13 | MX Practice 8:00am till Dusk |

3rd Annual Blockbuster Pavilion MX Series
February 9th, March 23rd (Loretta Lynn area qualifier)



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OVER the HILL GANG

| | |
|---|---|
| Sun., February 9 | Motocross Race - Lemon Grove, Piru, CA |
| Sun., February 16 | Motocross Race - Hungry Valley, Gorman |
| Sunday, March 2 | OTHG Race - Starwest, Perris, CA |

The Ultimate 30+ Vet MX Club Info: (310) 864-6875


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### Feb 8-9

NEVADA NATIONAL TRAIL TOUR SERIES - AMA/Tour'n Trail & Team Loomis Wild West 300, Laughlin. Info: 818/890-2209.

### Feb 8-16

ARIZONA BIKE WEEK - Cause & Effect, LLC, Phoenix Metropolitan Area, Scottsdale. Info: 602/970-3757.

### Sat, Feb 8

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CANADA ARENACROSS CHAMPIONSHIP SERIES - Agrifair Arena, Round 4, Night Race, Abbotsford, British Columbia. Info: 604/794-3824.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

* ILLINOIS MIDWEST ICE RACING CHAMPIONSHIP - AMA/Race Face Promotions, Lambs Farm, Libertyville. Info: 630/766-7978.

IOWA MOTORCYCLE SHOW & SWAP-MEET - CH Promotions, Des Moines Fairgrounds, Des Moines. Info: 712/262-8910.

KENTUCKY ARENACROSS - AMA/Action Sports Promotions Inc., Kentucky State Fairgrounds Freedom Hall, Louisville. Info: 614/594-6686.

MICHIGAN ICE RACING - AMA/District 14, Polka Dots, Gladwin Ice Carnival. Info: 517/832-8284.

### Sun, Feb 9

* ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760.

ARIZONA VINTAGE MOTOCROSS - AMS Racing Arizona Motorcycle Sales, Final Round, Thrasherland. Info: 609/966-0101.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series Round 4 MX, LACR Raceway, Palmdale. Info: 909/653-4042.

CALIFORNIA HARE SCRAMBLES - AMA National Hare Scrambles, Round 1, Hollister Hills State Vehicular Recreation Area, Hollister. Info: 408/249-4336.

CALIFORNIA MOTOCROSS - CRC/GFI Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AXO Christmas Series (Over the Hill Gang & Old Timers), Lemon Grove Motocross Park, Piru. Info: 805/521-0808.

CALIFORNIA GOLDENSTATE NATIONAL - CMC/Marysville Riverfront Motocross Park, Round 2, Marysville. Info: 916/695-2727.

CALIFORNIA SCRAMBLES - Cal Coastal Promotions, Mid-State Fairgrounds, Paso Robles. Info: 805/237-2288.

* CANADA ARENACROSS CHAMPIONSHIP SERIES - Agrifair Arena, Round 5, Abbotsford British Columbia. Info: 604/794-3824.

* COLORADO MOTOCROSS - RMXA/Aztec Raceway, Colorado Springs. Info: 719/380-8186 or 475-2357.

* ILLINOIS MIDWEST ICE RACING CHAMPIONSHIP - AMA/Race Face Promotions, Lambs Farm, Libertyville. Info: 630/766-7978.

IOWA MOTORCYCLE SHOW & SWAP-MEET - CH Promotions, Des Moines Fairgrounds, Des Moines. Info: 712/262-8910.

KENTUCKY ARENACROSS - AMA/Action Sports Promotions Inc., Kentucky State Fairgrounds Freedom Hall, Louisville. Info: 614/594-6686.

MASSACHUSETTS 4TH ANNUAL SUPER SERIES BIKE SHOW/PARTS EXTRAVAGANZA - J&P Promotions, Bayside Expo Center, Hall D, Boston. Info: 319/462-6011.

* MASSACHUSETTS ICE RACING - Hamilton Rod and Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* MARYLAND MOTOCROSS - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

MICHIGAN ICE RACE - AMA/District 14 Polka Dots Gladwin Ice Carnival, Gladwin. Info: 517/832-8284.

* NEW MEXICO MOTOCROSS - Clovis Sportcycle Association, Clovis Sportcycle Complex, Clovis. Info: 505/763-1145.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK SNOW CROSS AND OVAL ICE RACES - Ice Race Promotions, The Colden Lakes Resort, Colden. Info: 716/825-8720.

* NEW YORK ICE RACES - AMA/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK SHORT TRACK ICE RACE - Finger Lakes Motorsports, AMA Sanctioned West, Honeoye Lake - California Ranch Boat Club, Honeoye. Info: 716/742-3124 or 716/924-9947.

* NORTH CAROLINA MOTOCROSS - 14th Annual Carolina Winter Series, Dirtworld Promotions and American Motocross Circuit, Montrose Motocross Park, Raeford. Info: 919/554-4467.

* TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Loretta Lynn's Dude Ranch, Hurricane Mills. Info: 304/284-0084.

TEXAS 6TH ANNUAL MOTORCYCLE EXPO/SHOW & SWAP MEET - Waco Convention Center, Waco. Info: 972/216-5520.

WISCONSIN MOTORCYCLE SWAP MEET - Downtown Civic Center, Eau Claire. Info: 715/834-8389.

### Fri, Feb 14

* OHIO INDOOR ARENACROSS - CRA/Faircross Promotions, Summit County Fairgrounds, Akron. Info: 330/948-1478.

### Feb 14-16

ARIZONA SUPERBIKE - AMA/Superbike Series, Phoenix International Raceway. Info: 614/891-2425.

OHIO PJ1 NATIONAL ARENACROSS SERIES - Mike Kidd Promotions, The Riverfront Coliseum, Cincinnati. Info: 817/246-7400.

* TENNESSEE ARENACROSS - AMA/Victory Sports, Walters State Expo Center, Morristown. Info: 423/323-5497.

### Feb 15-16

CALIFORNIA ROAD RACING - Willow Springs Motorcycle Club, Round 2, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

### Sat, Feb 15

CALIFORNIA OPEN MOTOCROSS - Motowest/CMC, Hollister Hills, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6039.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

* OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OHIO INDOOR ARENACROSS - CRA/Faircross Promotions, Plus Quads, Summit County Fairgrounds, Akron. Info: 330/948-1478.

* WYOMING INDOOR MOTOCROSS - Checkered Flag Productions, Casper Event Center, Casper. Info: 817/683-4742.

### Sun, Feb 16

ARIZONA MOTOCROSS - Primetime Racing Promotions, Paradise City Raceway. Info: 602/839-5392 or 602/984-0404.

* ARIZONA OUTDOOR MOTOCROSS - Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7122 or 743-7727.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series Round 5 MX, Glen Helen Raceway, San Bernardino. Info: 909/653-4042.

CALIFORNIA GRAND PRIX - CRC/Diamond Head Grand Prix, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA CMC GOLDEN STATE - CMC/Motowest, Hollister Hills MX Track, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA NATIONAL ENDURO - AMA/Salinas Ramblers MC, Salinas Ramblers Club Property, Coalinga. Info: 408/663-6087.

CALIFORNIA VINTAGE MOTOCROSS - A&J Promotions, AHRMA, AMA Round 1 of the AHRMA Nor-Cal Series, Prarie City SVRA, Rancho Cordova. Info: 510/829-9386.

CALIFORNIA MOTOCROSS - Over the Hill Gang Motocross, Hungry Valley, Gorman. Info: 818/339-5215.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/Lemon Grove Motocross Park, Piru. Info: 909/929-6772 or 805/521-0808.

FLORIDA MOTOCROSS - State Championship Series/Florida Trail Riders, North Florida Raceway, Info: 904/287-8600 or 904/845-2076.

* FLORIDA ROAD RACE - CCS/Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

* MARYLAND MOTOCROSS - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MASSACHUSETTS ICE RACING - Hamilton Rod and Gun Club, GJM Promotions, New Boston Road, Stur Bridge. Info: 508/943-9197.

MICHIGAN ICE RACE - AMA/District 14 Tri-City Competition, Shanty Days, Caseville. Info: 517/662-5599.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Spring Series Round 1, Fernley International Raceway, Fernley. Info: 702/867-2515.

* NEW YORK SNOW CROSS AND OVAL ICE RACES - Ice Race Promotions, The Colden Lakes Resort, Colden. Info: 716/825-8720.

* NEW YORK ICE RACES - AMA/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK SHORT TRACK ICE RACE - Finger Lakes Motorsports, AMA Sanctioned West, Honeoye Lake - California Ranch Boat Club, Honeoye. Info: 716/742-3124 or 716/924-9947.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OHIO INDOOR ARENACROSS - CRA/Faircross Promotions, Plus Quads, Summit County Fairgrounds, Akron. Info: 330/948-1478.

### Feb 21-23

COLORADO PJ1 NATIONAL ARENACROSS SERIES - Mike Kidd Promotions, Denver Coliseum, Denver. Info: 817/246-7400.

### Fri, Feb 21

* OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OKLAHOMA INDOOR MOTOCROSS - Checkered Flag Productions, Hardy Murphy Coliseum, Ardmore. Info: 817/683-4742.

### Feb 22-23

ILLINOIS 13TH ANNUAL SUPER SERIES BIKE SHOW/PARTS EXTRAVAGANZA - J&P Promotions, McCormick Place South, Chicago. Info: 319/462-6011.

### Sat, Feb 22

CALIFORNIA OPEN MOTOCROSS - Motowest, Hollister Hills, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OKLAHOMA SHORT TRACK INDOOR - Vintage Dirt Track Racers, AMA Pro-Am, Purcell Expo, Purcell. Info: 918/836-6999.

* OKLAHOMA INDOOR MOTOCROSS - Checkered Flag Productions, Hardy Murphy Coliseum, Ardmore. Info: 817/683-4742.

UTAH HARE & HOUND - USRA/MRAN Wizards MC, St. George. Info: 801/673-2444.

**Sun, Feb 23**

* ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760.

CALIFORNIA MOTOCROSS - CMC/Golden State Nationals, Sacramento Raceway, Sacramento. Info: 916/363-2645.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series North-South Showdown MX, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA TRIALS - San Diego Trials Riders, Tecate XIII, Corral Canyon. Info: 619/442-4395.

* CALIFORNIA MOTOCROSS - AHRMA/Motocross Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Carlsbad Raceway, San Marcos. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC/CMC Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Hollister Hills. Info: 408/323-1546.

CALIFORNIA NATIONAL HARE SCRAMBLES - AMA, Round 2, 2+2 Racing Team, Schaads Resort, Wilseyville. Info: 510/455-9353 or 510/889-6240.

* IOWA MINI ARENACROSS - Winter Dome Racing, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MASSACHUSETTS ICE RACING - Hamilton Rod and Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK SNOW CROSS AND OVAL ICE RACES - Ice Race Promotions, The Colden Lakes Resort, Colden. Info: 716/825-8720.

* NEW YORK SHORT TRACK ICE RACE - Finger Lakes Motorsports, AMA Sanctioned West, Honeoye Lake - California Ranch Boat Club, Honeoye. Info: 716/742-3124 or 716/924-9947.

* NORTH CAROLINA MOTOCROSS - 14th Annual Carolina Winter Series, Dirtworld Promotions and American Motocross Circuit, Montrose Motocross Park, Raeford. Info: 919/554-4467.

* OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Ashland City. Info: 615/859-0873.

TENNESSEE HARE SCRAMBLES - Victory Sports, Millers Mountain, Bluff City. Info: 423/323-5497.

**Fri, Feb 28**

* CALIFORNIA ARENACROSS - On Trac Events Arco Arenacross, Arco Arena, Sacramento. Info: 702/267-4392.

* TEXAS OUTDOOR MOTOCROSS - Checkered Flag Productions, LIFE Arena, Laredo. Info: 817/683-4742.

**Mar 1-2**

* CALIFORNIA ARENACROSS - On Trac Events Arco Arenacross, Arco Arena, Sacramento. Info: 702/267-4392.

**Sat, Mar 1**

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA TRIALS - Florida Trials Association, Fun In The Sun, All Clubs, Grand Canyon Park. Info: 407/292-2031.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

* TEXAS OUT DOOR MOTOCROSS - Checkered Flag Productions, LIFE Arena, Laredo. Info: 8-17/683-3935.

**Sun, Mar 2**

* CALIFORNIA MOTOCROSS - Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - CRC/Motocross, LA County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Over the Hill Gang Motocross, Starwest, Moreno Valley. Info: 818/339-5215.

FLORIDA TRIALS - Florida Trials Association, Fun In The Sun, All Clubs, Grand Canyon Park. Info: 407/292-2031.

* MEXICO MOTOCROSS - Too Much Fun Promotions/La Playa Grand Prix Series, Cantamar, Rosarito, Baja California. Info: 011/52-661-22525.

MICHIGAN ICE RACING - AMA/District 14, Morelands, Stanton. Info: 517/235-6631.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

SOUTH CAROLINA SANDLAPPER ENDURO - SETRA/Round 11, Pelion. Info: 803/786-2010.

* TEXAS HARE SCRAMBLES - AMA/Texas State Championship Series, Trail Riders of Houston, J.B. Ranch, Montgomery. Info: 713/910-3131 or 281/910-3131.

**Mon, Mar 3**

FLORIDA GRAND NATIONAL CROSS COUNTRY - ATV Only, Racer Productions Inc., Ocala Motorsports, Ocala. Info: 304/284-0084.

**Tues, Mar 4**

FLORIDA GRAND NATIONAL CROSS COUNTRY - Bike Only, Racer Productions Inc., Ocala Motorsports, Ocala. Info: 304/284-0084.

**Mar 5-9**

FLORIDA SUPERBIKE - AMA/Superbike Series, Daytona International Speedway. Info: 614/891-2425.

**Thurs, Mar 6**

FLORIDA ALIIGATOR ENDURO - SETRA/Round 12, Daytona. Info: 904/238-6055.

**Fri, Mar 7**

FLORIDA RIDE-IN BIKE SHOW - Boardwalk Association, Held during Bike Week, Daytona Beach. Info: 319/462-6011.

* MISSOURI INDOOR MOTOCROSS - Checkered Flag Productions, Show Me Center, Cape Girardeau. Info: 817/683-4742.

**Sat, Mar 8**

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

GEORGIA GRAND NATIONAL CROSS COUNTRY - ATV Only, Racer Productions Inc., Road Atlanta Info: 304/284-0084.

* MISSOURI INDOOR MOTOCROSS - Checkered Flag Productions, Show Me Center, Cape Girardeau. Info: 817/683-4742.

**Sun, Mar 9**

CALIFORNIA ALL-BRAND MOTORCYCLE SWAP MEET AND USED BIKES CORRAL - The Shop, Ventura County Fairgrounds. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CRC/Motocross, LA County Raceway, Palmdale. Info: 805/272-8889.

FLORIDA ENDURO CHAMPIONSHIP SERIES - FTR/SETRA, Azalea City MC Club, Ocala National Forest Round 5. Info: 904/645-1815.

GEORGIA GRAND NATIONAL CROSS COUNTRY - Bike Only, Racer Productions Inc., Road Atlanta, Atlanta. Info: 304/284-0084.

IOWA 17TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA - Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

* NEVADA MOTOCROSS - Nevada Old Timers, Spring Series Round 2, Fernley International Raceway, Fernley. Info: 702/867-2515.

## FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____


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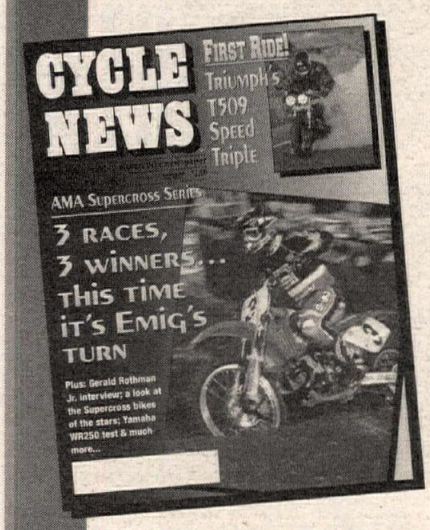


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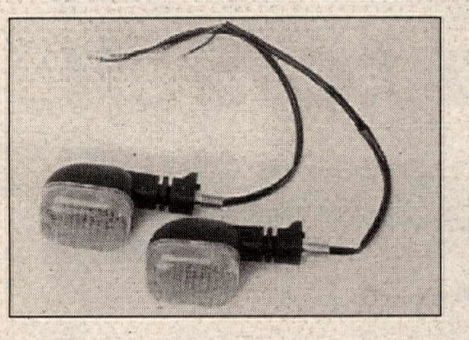
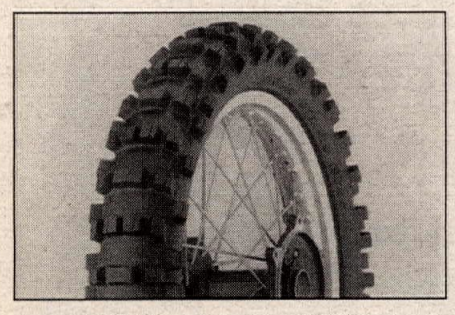
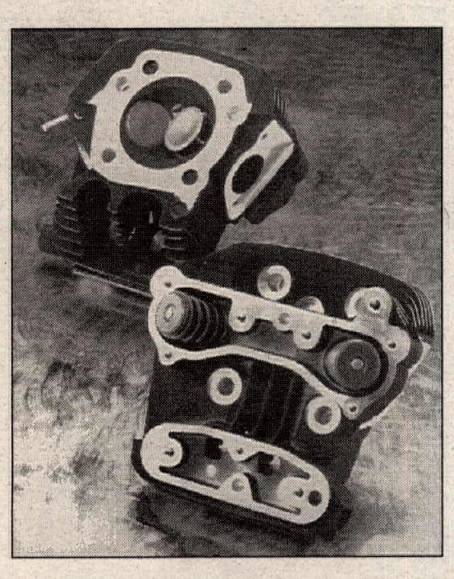
# NEW PRODUCTS



**MOTARD OR GREY POUPON?**
**White Brothers Motard turn signals** are the perfect aftermarket replacement signals for your bike. Their compact size and rubber mounting stalks make them a good choice to replace bulky OE signals. They are completely DOT approved and mount in existing signal mounts or as part of a dual sport lighting kit. The rubber mounting stalks help the lights stand up to the abuse that dual sport bikes often see. WB Motard turn signals are sold individually, come in black with amber lenses only and sell for $19.95 each. For more information, see your local dealer or contact White Brothers, Dept. CN, 24845 Corbit Place, Yorba Linda, CA 92687, 714/692-3404,



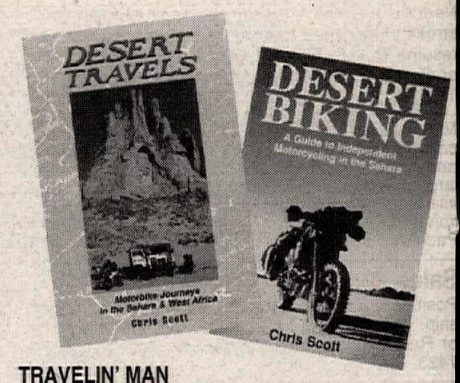
**DUNLOP'S GOING SOFT**
**Dunlop Tire Corporation** has developed a new soft-terrain off-road rear tire for riders who like to spend their time slogging through sandy or loamy conditions. Designated as the D755, the tire features a very aggressive tread design to provide increased traction and acceleration whether you are driving out of a corner or off the starting line. The tread pattern also incorporates grooved shoulder lugs for enhanced grip in ruts and on flat corners. The lugs are designed to be "self-cleaning" for when the going gets wet. The tire is available in sizes 100/100-18, 110/100-18, 100/90-19 and 110/90-19. Suggested retail prices start at $77.08. For more information, see your local dealer.



**MAKE YOUR HOG SCREAM**
**Harley-Davidson Screamin' Eagle** performance parts has introduced new **cylinder-head kits** that are designed to produce a 20-percent increase in rear-wheel torque over stock XL1200 models. They feature increased efficiency due to a unique combustion-chamber design which improves intake/exhaust flow. The heads are available as cast or with a black powder coat and are available with stock performance springs or XR750 racing-style springs for higher-rpm applications and more aggressive cams. The heads are a direct bolt-on for all 1991 and newer XL1200 and are legal in all 50 states. Suggested retail prices start at $700. For more information, see your local Harley-Davidson dealer.

**MADE IN THE SHADE**
**Add-Awn Sport Shade** from **FTM Enterprises, Inc.** can keep you cool at the track and mounts on all pickup trucks, sport-utility vehicles and vans with luggage and/or bike racks. The modular design allows you to start with a basic Main Shade and *Add-Awn* from there. The frame is made from lightweight 6061 T6 anodized aluminum, and custom die-cast components add strength. The shade is easy for one person to assemble, features adjustable legs for varied terrain, weighs just 25 pounds, includes a carrying bag, and has a limited two-year warranty on the aluminum frame and die-cast components and a limited one-year warranty on covers. For more information, contact FTM Enterprises Inc., Dept. CN, 1960 Peacock Blvd., Oceanside, CA 92056, 619/732-3161, fax 619/732-3186.

**DON'T GET DINGED**
**Berg Racing** has designed its **Carbon Fiber and Carbon/Kevlar fork shields** to help KTM owners protect their expensive fork tubes from rock and roost damage while giving them that trick "factory" look. The shields are available for all 1997 KTM 125/250/360/400/600 motorcycles with 50mm forks and can be had in either a black carbon fiber or gold/black carbon fiber/Kevlar weave. Suggested retail price is $49.95 per set for the KTM Carbon Fiber fork shields and $51.95 per set for the Carbon/Kevlar set. For more information, see your local dealer or contact Berg Racing, Dept. CN, 2291 South Grand Ave., Santa Ana, CA 92705, 714/754-1918.




**TRAVELIN' MAN**
Chris Scott, British-born Saharan adventurer, has just released his two companion books ***Desert Travels*** and ***Desert Biking: A Guide to Independent Motorcycling in the Sahara*** from **Whitehorse Press**. In *Desert Travels*, Scott recounts many of the challenges he experienced crossing the Sahara more than six times in the last two decades - not bad considering his first trip ended decisively with an empty gas tank and a vow never to return. If this sounds like your idea of fun, *Desert Biking* should prove an invaluable aid for planning your own ultimate off-road adventure. You will be advised on how to choose equipment and maintain a suitable bike, as well as getting full details on satellite navigation, survival, personal health, itineraries, related publications and resources, and contact information for embassies, repair shops, and insurance carriers in North and West Africa. For more information or for a free catalog, contact Whitehorse Press, Dept. CN, P.O. Box 60, North Conway, NH 03680, 1/800-531-1133, international 603/356-6556, fax 603/356-6590. CN

# RESULTS

## Hare Scrambles AMA National HS Series Final Standings By Cindy Lemere

| | |
|---|---|
| O/A | |
| Rodney Smith | Suz |
| Steve Hatch | Suz |
| Jason Dahners | KTM |
| Scott Plessinger | KTM |
| Eric Mashbir | Suz |
| AA | |
| Rodney Smith | Suz |
| Steve Hatch | Suz |
| Jason Dahners | KTM |
| Scott Plessinger | KTM |
| Eric Mashbir | Suz |
| 200 EX | |
| Ryan Moss | Kaw |
| Troy Goetz | KTM |
| Justin Meyers | Kaw |
| Ryan Duff | Hus |
| Jeff Geiskopf | Kaw |
| 250 EX | |
| Blair Bersano | KTM |
| Sydney Gallt | Kaw |
| Richard Hart | Yam |
| Gene O'Nail | Yam |
| Kevin Yarnell | Hon |
| OPEN EX | |
| Jack Bailey | Hon |
| Craig Hayes | Hus |
| Ross Logan | Hon |
| Clair Parlin | Yam |
| Jay Hall | Hus |
| VET EX | |
| Phillip Lemere | Hon |
| Robert Kircner | Suz |
| Dallas Mayer | Yam |
| John Mason | Yam |
| David Fronan | Kaw |
| SR EX | |
| Charles Dailey | Hon |
| Brent Dillman | KTM |
| Ken Tomeo | KTM |
| John Takacs | Kaw |
| Charles Thiele | Yam |
| S/SR EX | |
| Keith Ratcliff | Hon |
| Willard Root | ATK |
| Ted Kilvington | ATK |

## Motocross Clovis Sportcycle Complex Clovis, NM Jan. 5 By Paul Johnson

| | |
|---|---|
| 250 EX | |
| Andy Anderson | Hon |
| Kevin Sharp | Hon |
| Michael Wilson | Hon |
| James McDonald | Suz |
| Kevin McDonald | Suz |
| 250 INT | |
| Aubrey Cundall | Suz |
| Jason Burkhart | Suz |
| Jon Ward | Suz |
| Andy Kipp | Yam |
| Hud Edwards | Suz |
| 250 NOV | |
| Randall Williams | Yam |
| Mike Sullivan | KTM |
| Neil Ford | Suz |
| Cody Myrick | Hon |
| John Choate | Yam |
| 250 BEG | |
| Stacey Johnson | Hon |
| Brent Beavers | Kaw |
| Jeremy Paetzold | Hon |
| Greg Skeen | ATK |
| Justin Warren | Yam |
| 125 EX | |
| Craig Graham | Yam |
| 125 INT | |
| Homer Hamilton | Kaw |
| 125 NOV | |
| Cody Cutrell | Suz |
| Steven Guinn | Hon |
| 125 BEG | |
| Justin Warren | Yam |
| Steven Blair Jr. | Kaw |
| A.J. Lux | Yam |
| Greg Grant | Kaw |
| Randy Skeen | Kaw |
| 80 (12-15) | |
| Sean Vilandry | Hon |
| Steven Guinn | Hon |
| Richard Poe | Hon |
| 80 (7-11) | |
| Travis Trammell | Yam |
| David Jensen | Hon |
| David Johnson | Yam |
| 80 BEG | |
| Zack Stevens | Yam |
| Brian Curtis | Yam |
| S/MINI | |
| Sean Vilandry | Hon |
| Steven Guinn | Hon |
| Richard Poe | Hon |
| WMN | |
| Liz Pierce | Yam |
| 60 | |
| Travis Trammell | Kaw |
| Matthew Strickland | Kaw |
| Aaron Morgan | Kaw |
| Ryan Morgan | Kaw |
| Jeff Fisher | Kaw |
| P/W | |
| Jerad Morgan | KTM |
| Tyler Burns | KTM |
| Ryan Staggs | Hon |
| Aaron Emory | KTM |
| Sterling Martin | Yam |
| PL/BK | |
| Kristn Curtis | Yam |
| BMBR | |
| Barry Jones | Yam |
| T.J. Strickland | Suz |
| 40+ | |
| Steven Bair | Kaw |
| 30+ EX | |
| Brady Benjamin | Yam |
| 30+ AM | |
| Billy Jensen | Hon |
| Bob Vilandry | Hon |
| 25+ EX | |
| Andy Anderson | Hon |
| Craig Graham | Yam |
| 25+ AM | |
| Chad Sanders | |
| 125 OPEN | |
| Aubrey Cundall | Suz |
| Randall Williams | Yam |
| Andy Kipp | Yam |
| Cody Cutrell | Suz |
| Kyle Shelby | Kaw |

## Hare Scrambles Galion Sunset Ramblers Galion, OH By Goggles Pisanno III Jan. 12

| | |
|---|---|
| MINI SR | |
| Zach Campbell | Hon |
| Nick Hlemes | Suz |
| Jonathan Troyer | Kaw |
| 125 | |
| Jim Horvath | Suz |
| Greg Moore | Kaw |
| David Gilkerson | Hon |
| 250 | |
| Kevin Price | Hon |
| Matt Reece | Kaw |
| 250 2-STRK B | |
| Josh Gates | Hon |
| 250 4-STRK B | |
| Jeff Houser | Hon |
| Gerald Crowner | Hon |
| 250 OPEN B | |
| Doug Shephaer | Hon |
| Rich Lane | Hon |
| Nathan Brause | Yam |
| Shawn Vaughn | Hon |
| SR | |
| Chuck Cotterill | |
| Chris Perkins | |
| Jim Shupe | Suz |
| O/A | |
| Tim Easter | Hon |
| O/A B | |
| Dave Hopper | Hon |

## Ice Races Lembo Lake Park Modena, NY Jan. 19 By Rick Seaman

| | |
|---|---|
| OPEN EX | |
| Bob Weiss | Hon |
| Mike Lounsbury | Hon |
| Anthony Rauseso | Hon |
| Mike Lagamarsino | Hon |
| Jay Skidmore | Hon |
| 250 EX | |
| Jay Skidmore | Hon |
| James Conklin | Hon |
| Bob Weiss | Hon |
| Mike Lounsbury | Hon |
| Mike Lagamarsino | Hon |
| OPEN AM | |
| Jeff Kirchner | Kaw |
| Joe Meier | Hon |
| Bob Squeglia | Hon |
| Bob Skidmore | Hon |
| Guy Dickinson | Hon |
| 250 AM | |
| Joe Meier | Hon |
| Mike Leslie | Hon |
| Bob Skidmore | Hon |
| Bob Squeglia | Hon |
| Ruben Ellsworth | Suz |
| 0-200 AM | |
| Andrew Rigney | Hon |
| Bruce Stevenson | Suz |
| 4-STRK | |
| Guy Dickinson | Hon |
| Ed Kimber | Yam |
| Donald Anderson | Yam |
| SR 30+ | |
| Jeff Kirchner | Kaw |
| Ed Kimber | Yam |
| Donald Anderson | Yam |
| S/SR 40+ | |
| Anthony Rauseo | Hon |
| James Schmits | Kaw |
| Tom Marsh | Hon |
| Ray Melley | Hon |
| Steve Kanya | Hon |
| NOV | |
| Brian Ashline | Hon |
| Tony Bosi | Yam |
| Ed Kimber | Yam |
| Donald Anderson | Yam |
| H/W HACK | |
| M. Pengel/J. Gribbin | Kaw |
| B. Stevenson/R. Ellsworth | Suz |
| R. Trainor/S. Garvilla | H-D |
| M. Lounsbury/J. Lounsbury | Kaw |
| L/W HACK | |
| F. Phillips/M. Butterfield | Yam |
| R. Wild/D. Holbert | Hon |
| J. Menard/S. Kalisz | Yam |
| P/W | |
| Justin Dickinson | Yam |
| Jeff Kickinson | Kaw |

## Cross Country Oklahoma CC Racing Assn. Final Standings By Mike Connell

| | |
|---|---|
| O/A | |
| Chris Tucker | Kaw |
| Billy Spurlock | Hon |
| Louis Blackwell | Hon |
| Mike Connell | Hon |
| Michael Hulsey | Yam |
| EX | |
| Chris Tucker | Kaw |
| Billy Spurlock | Hon |
| Michael Hulsey | Yam |
| Paul Spurlock | Hon |
| Bobby Southard | KTM |
| 30+ EX | |
| Louis Blackwell | Hon |
| Mike Connell | Hon |
| Mike Sullivan | Kaw |
| Michael Essin | Yam |
| Jeff Atwood | KTM |
| INT | |
| Richard Legg | Kaw |
| David Willard | KTM |
| Sam Wash | Suz |
| Josh Rochester | Hon |
| Mike Baugus | Yam |
| AM | |
| Mike Chandler | Hon |
| Josh Rogers | Suz |
| Toby Robinson | Suz |
| David Chapman | Yam |
| David Simpler | Suz |
| 30+ AM | |
| Derek Owens | Hon |
| Toby Little | Yam |
| Jerry Carrens | Yam |
| Scott Baldwin | Hon |
| Tom Moore | Suz |
| NOV | |
| Charles Paschal | Yam |
| Brad Rodgers | Suz |
| Michael Wood | Yam |
| Johnny Smith | KTM |
| Brett Zwick | Kaw |
| 40+ | |
| Bill Hulsey | Yam |
| Randy Hemphill | Kaw |
| Mike Kerr | Kaw |
| Robert Trout | Hon |
| John Judy | Suz |
| 50+ | |
| Jim McCain | KTM |
| Paul Roddin | Kaw |
| SPTSMN | |
| Bobby Johnson | Suz |
| Terry Bullard | Yam |
| Joey Yannarella | Hon |
| Charlie Johnson | Kaw |
| MINI | |
| Tony Joiner | Hon |
| Corly Jones | Hon |
| Mark Blackwell | Hon |
| Chris Phillips | Hon |
| Zach Blackwell | Hon |

**Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.**

# WANT ADS

## HELP WANTED

### Service Manager-Mechanic
Honda Kawasaki Suzuki Polaris dealership in Colorado. Call for details. (800)526-8533. CO. (350-12)

### Performance Technician
Needed top notch performance technician for 2 stroke motocross motors and suspension. Send resume to P.O. Box 97, Grapevine, Texas. 76029. or Call (817)548-1918. After 8pm CT week days. TX. (250-11)

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### Mechanic / Parts Person
Kawasaki dealer in the wine country seeks full-time mechanic with motorcycle and jet ski experience. Also full-time motivated parts person. Salary commensurate with experience. Send resume: fax (707)763-7542. Leave message (707)778-7550. CA. (204-06)

SALESMAN: BUSY motorcycle shop. Experienced preferred. Call Jim. (800)9JETSKI. CA. (204-11)

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### Service Technicians
Beechmont Motorsports is looking for additional technicians. Fast growing Yamaha, Honda, Sea-Doo dealership in Cincinnati, Ohio. Pay based on experience. Moving to new location. For more information contact Ted. (513)752-0088. OH. (205-06)

### Sales People Needed
Yoshimura R&D is growing bigger. We are now hiring for order desk and customer service. Successful candidate must have basic knowledge of motorcycles. Fax resume to Walter Wells. No Calls. (909)591-2198. CA. (205-06)

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### Service Manager / Technician
Experienced Service Manager and Technician wanted for Simi Valley Yamaha Suzuki Watercraft and Motorcycle dealership. Pay commensurate with experience. Please call (805)522-3434. CA.(205-08)

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Apply now. Multi-line dealer, good pay, good benefits. Fax resume to: Cycles of Palm Beach. (561)683-1877. ATTN: Pat. (561)683-1642. FL. (305-08)

### Service Dept. Immediate Opening
Honda Sea-Doo Kawasaki experience preferred but will consider all applicants. Health/dental benefits. Call Jim Woods. Simi Valley Honda Sea-Doo ATK (805)526-4122 or fax (805)526-4574. CA. (205-06)

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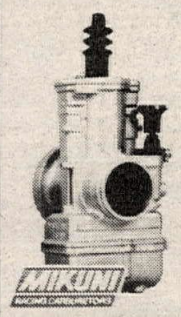

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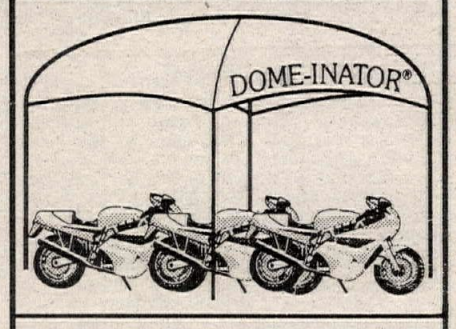


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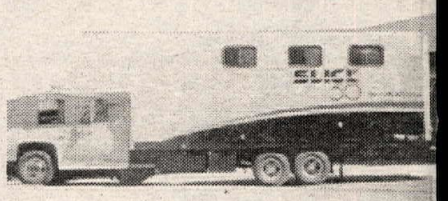

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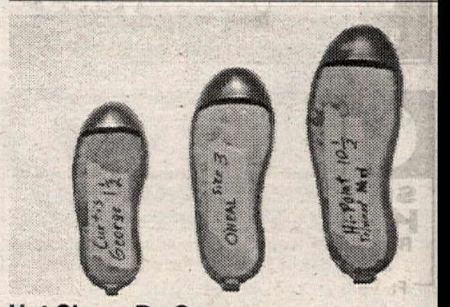

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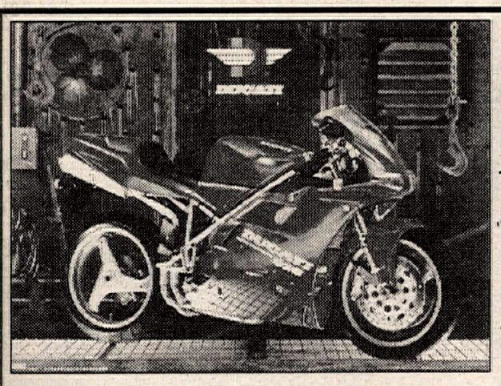

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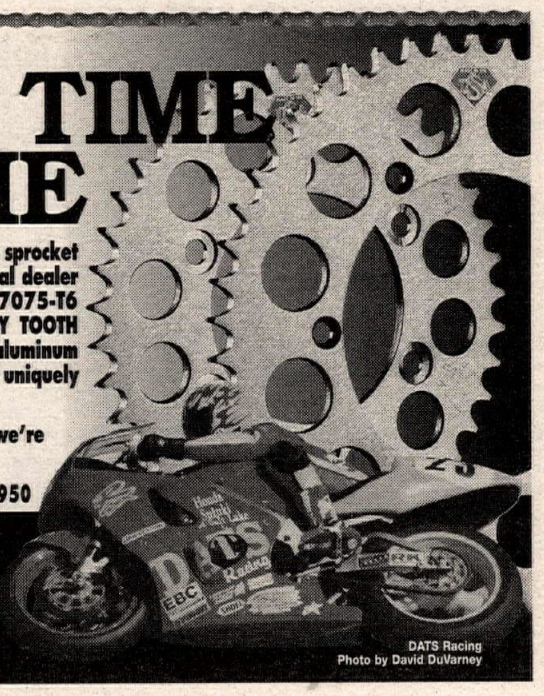

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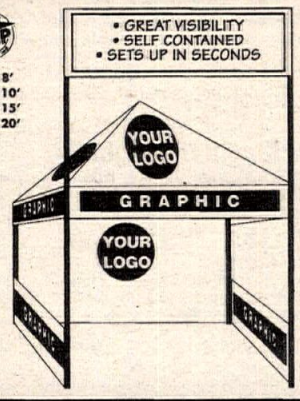


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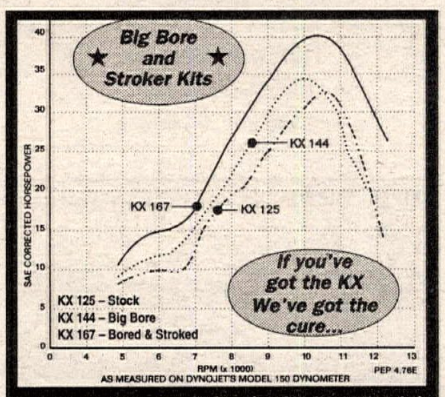


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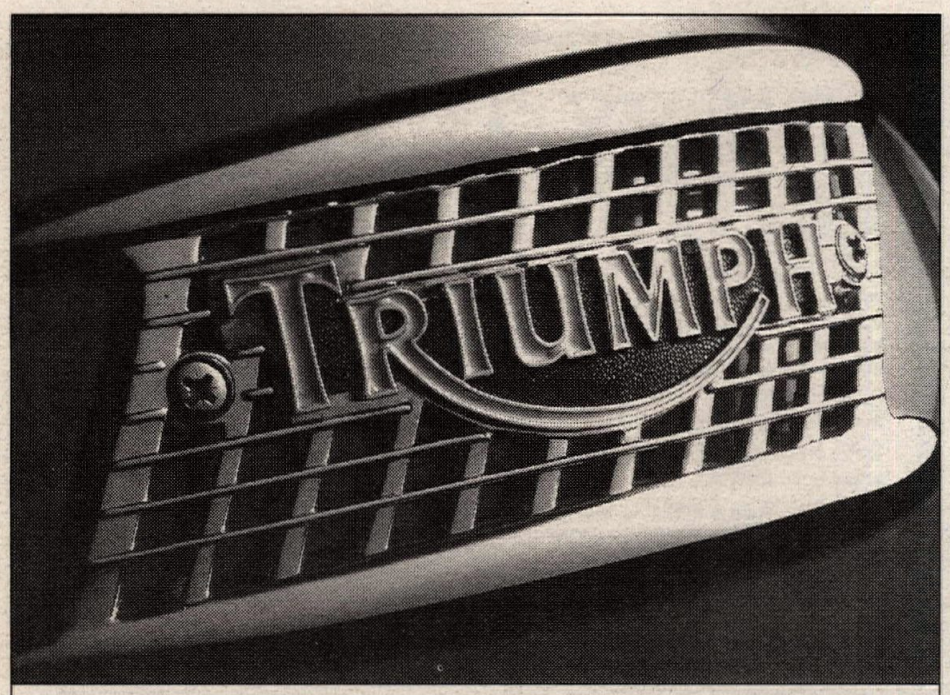


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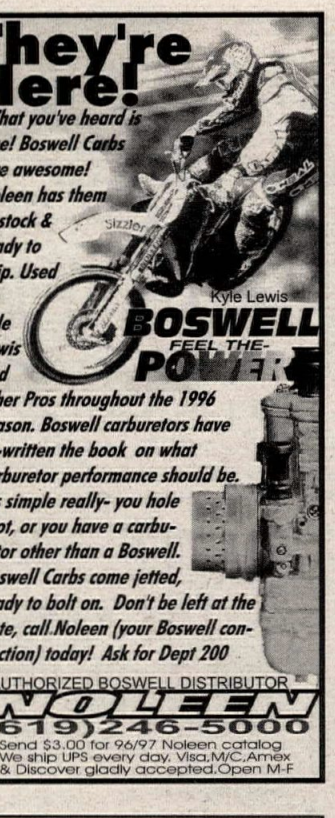


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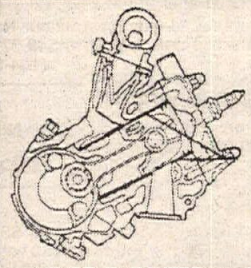

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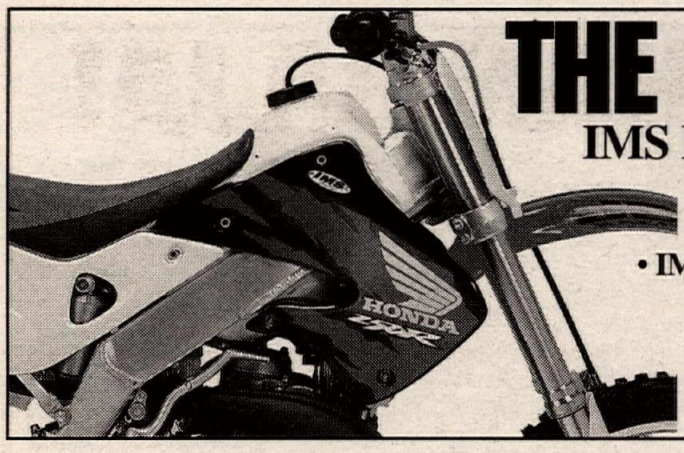

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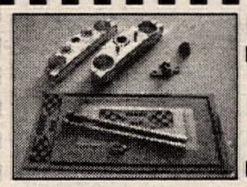

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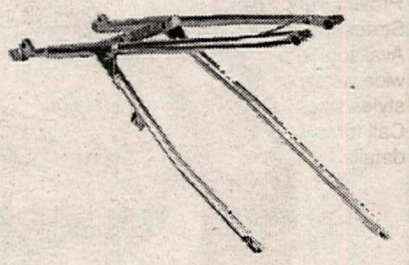

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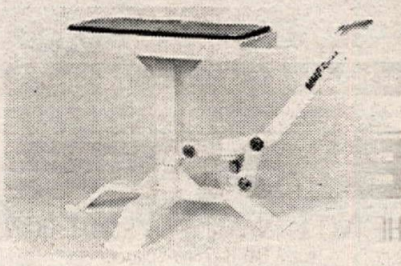

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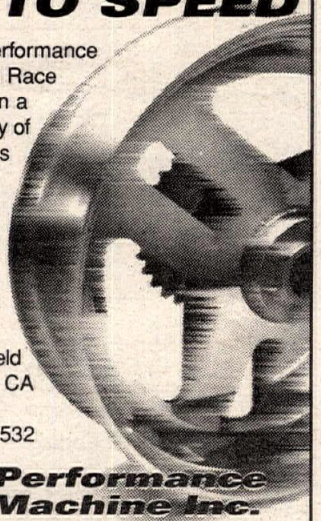

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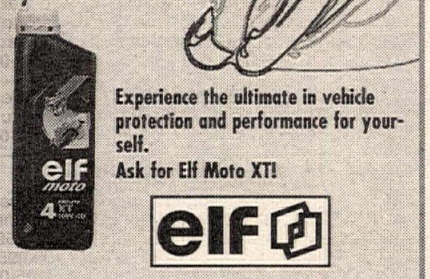


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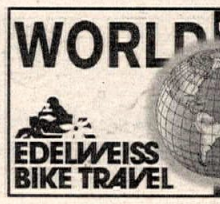

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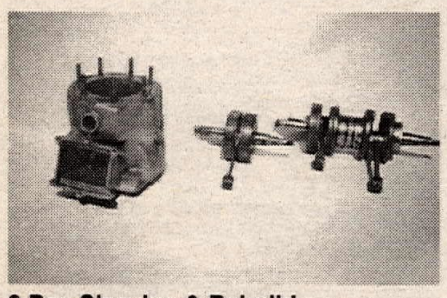

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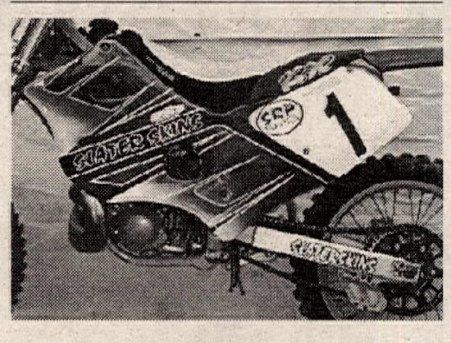


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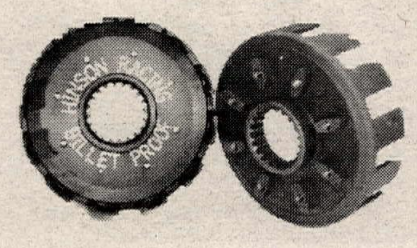


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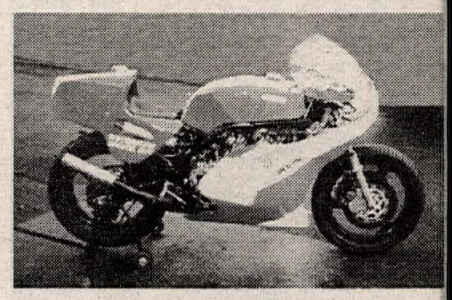

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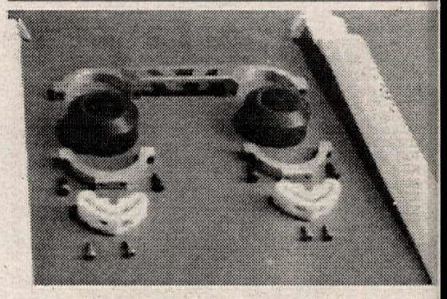

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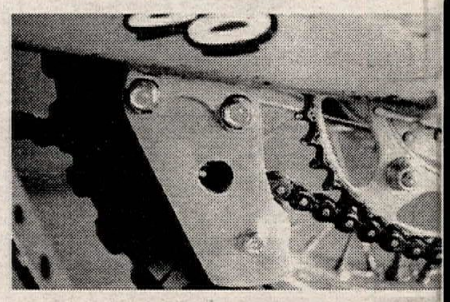

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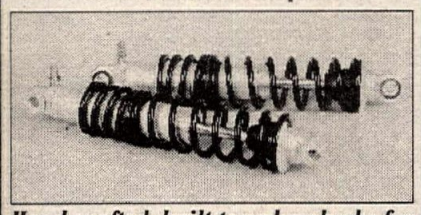

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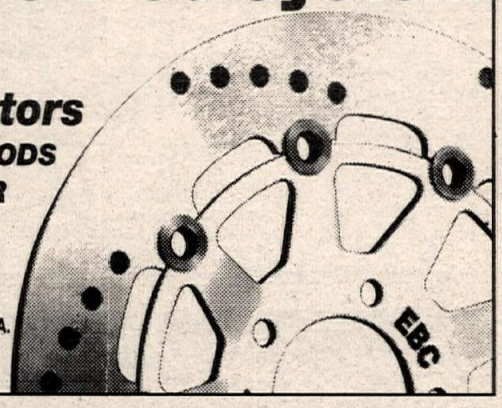

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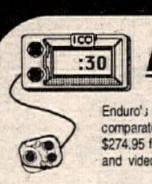

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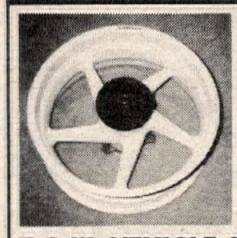

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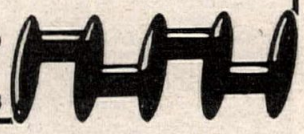

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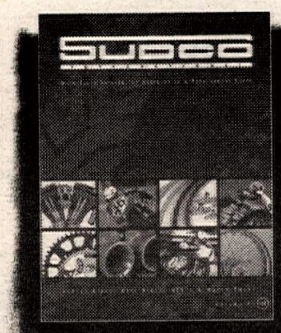

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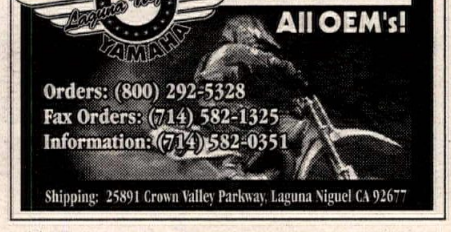

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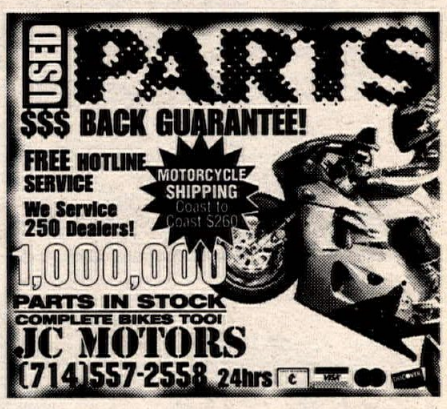

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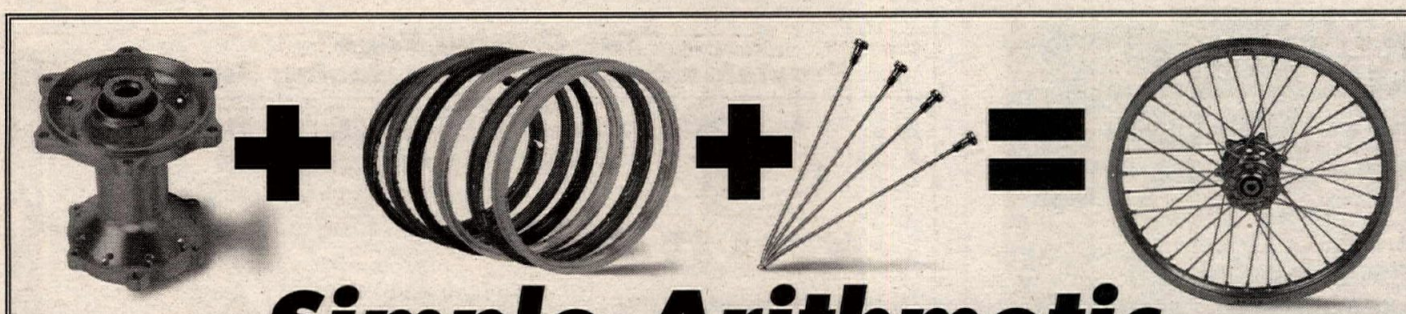

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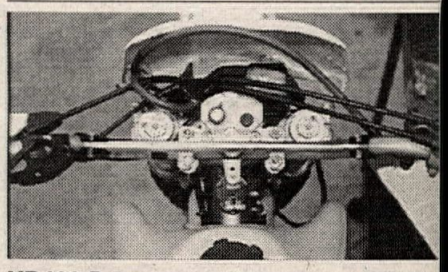

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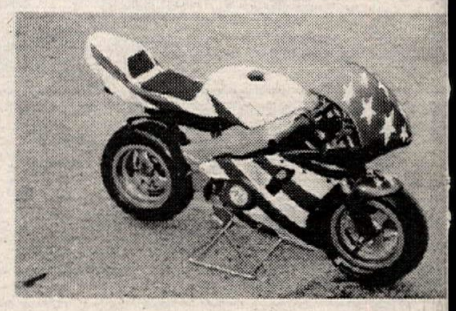

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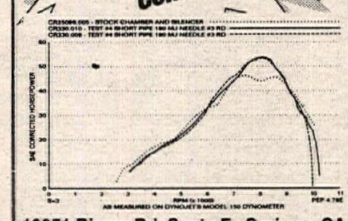
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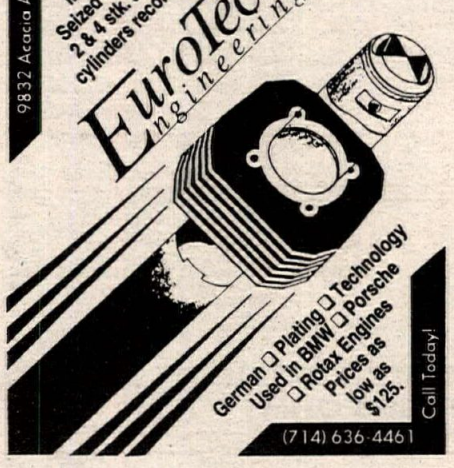
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# ADVERTISERS INDEX


A & A Racing Service ....53
A & J Cycle Salvage ....46
A HRMA ....32
A MA Pro Racing ....51,Insert
A-Loop Off Road ....41
ACME Suspension ....51
Action N.A., Inc. ....50
Action Sports Promotions ....49
Aerostich Riderwear ....47
Aircone Inc. ....47
Al Baker's XR's Only ....46
ALLREDY Canopies ....43
American Dirt Bike, Inc. ....45
American Honda ....44
American MC Institute ....50
Andrews Yamaha-Kawasaki ....44
Apache Honda Yamaha ....42
Applied Racing ....45
Arai Helmets ....52
ATK America Inc. ....49
Atomic 22 Titanium ....49
Avon Tire ....50
AXO Sport ....40
Backroads Adventure B.C., Inc. ....50
Baja Designs ....47
Baja Off Road Tours ....46
Baja Off-Road Adventures ....44
Banzai Parts ....41
Bare Bones Machine ....41
Barnett Tool & Eng. ....49
Bel-Ray Lubricants ....41
Bell Helmets ....53
Bent Clothing ....47
Berg Racing USA ....43
Bert's Motorcycles ....43
Bieffe USA, Inc. ....47
Bill Cody Racing ....53
Bill's Pipes ....43
BMW Of North America ....51
Boyesen Engineering ....45
Braking USA ....52
Bridgestone Tire ....43,56
Briggo Enterprises ....49
Buell Motorcycle Co. Inc. ....44
C&J Racing Frames ....41
C Cycle Suspension Service ....47
C P C ....41
California Racing Club ....34,35
Can-Am ....45
Carb Parts Warehouse ....40
Carbon Tech ....49
CBR Bearing Co. ....45
Champion Racing Frames ....45
Championship Cup Series ....44
Chaparral Cycle Supply ....46
Clarke Mfg. Co. ....41
Clayton Foundation Golf Tournament ....27
Club Desmo ....41
CMA ....34
CMSP ....27
CN/Sea-Doo XP Sweepstakes ....11
Cometic Gasket ....49
Competition Tire East ....35
Composites Unlimited ....53
Cope Racing ....51
Copper Gaskets Unlimited ....45
Cosmopolitan Motors ....41
Creative Energies ....40
Cryolabs ....53
Cycle Express ....41
Cycle News Dealer Sales ....37
Cycle News Hats ....39
Cycle News Subscription ....11
Cycle Pros ....40
Cycle Recyclers ....42
Cycle Service Racing ....36
Cycle Specialties Athens ....52
D & D Motorcycle Service ....53
D & D Performance Exhaust ....41
D & S Kawasaki Honda ....53
D.G.Y. Motorsports ....45
D.I.D. ....45
Dealer Sales / Cycle News ....29
Dennis Kirk ....50
Desert Only Yamaha ....45
DG Performance ....47
D N A Racing ....41
Ducati ....51
Ducati Beverly Hills ....45
Dunlop Tire ....44
Dynatek ....41
Earl Small's H-D ....42
East Coast Cycle Inc. ....51
EBC Brakes ....49
Edelweiss Bike Travel ....47
Elf Lubricants N. America ....47
Engine Dynamics Co. ....45
Engines Only ....43
Enzo Racing ....43
Eric's Motorcycle Co. ....49
Erion Racing ....49
Euro-Tech Engineering ....53
European Cycle Specialties ....41
Event Technology ....43
F&L Company ....40
Factory Connection ....51
Faircross Promotions ....33
Falicon Performance Engineering ....49
Fast By Ferracci ....43
Fast Company ....51
Fineline Motosports ....42
Finish Line Products ....52
Florida Flat Track Series ....35
FMF Racing ....50
Fontana Radiator Works ....53
Fremont Cycle Salvage & Access. ....52
G F I Racing ....34
Gary Baileys MX School ....49
Gas Gas USA, Inc. ....41
Glen Helen Racing, Inc. ....34,36
GNC Motocross ....34
GPI/CROL Cycle Products ....42
Grace LeFebure ....45
Gustafsson Plastics ....44
Hall's Husqvarna ....50
Hammerhead Graphics ....46
Hap Jones International ....47
Hayward Honda ....44
Heid's Hodaka ....50
Hi-Point Trailers ....41
Hinson Racing ....51
Holliday Canopies ....52
Honda of Russellville ....51
HRP Products ....45,53
Husaberg Motorcycles USA ....45
Husqvarna ....51
I-40 Motocross ....50
I.C.O. ....49
Impact Racing ....46
Import Specialties/CCM San Jose ....42
Inter-State Oil Co. ....51
International Motorsport ....46
Iowa Lakes Community College ....45
JN Innovations ....46
JC Motors ....51
Kawasaki Motors Corp. ....5,42
Ken Maely Enterprises ....46
KG Clutch Factory ....42
Klemm Research ....44
KTM Of Mojave ....46
KTM Sport Motorcycle USA ....41
L & R Racing Products ....52
Lamson Porting ....43
Langcourt Limited, Inc. ....51
LEM R & D ....40
Letko Competition Cycles ....43
Lindemann Engineering ....53
Los Angeles Sleeve Co. ....53
M.C.C. ....52
M/C Concepts ....42
M/C Specialties ....42
Magnum Distribution ....50
Maier Manufacturing ....51
Maxima Racing Lubricants ....52
McGraw Insurance Service ....47
Megacycle Engineering ....49
Metzeler Motorcycle Tire ....42
Mid Cities Honda Kawasaki ....52
Mike Kidd Promotions ....33,43
Mike's Cycle Parts ....50
Mission Yamaha ....51
Moroney's H-D ....42
Moto America, Inc. ....43
Moto Liberty Cycle ....40
Moto Line ....51
Moto Point ....45
Motocross Racing Assoc. ....52
Motoman ....51
Motorace ....49,51
Motorcycle Accessories Unlimited ....44
Mountain Motorsports ....53
MSD Ignition ....51
MSI Trailers ....51
Myler's Radiator ....43
Neanderthal Cycle Salvage ....49
Niagara Lifting Devices ....43
Nickel Silicon Carbide ....45
Nitrous Oxide Systems, Inc. ....49
NMA ....31,34
Noleen Racing , Inc. ....44
North County Yamaha ....42
North County Yamaha KTM ....33
North West Maico & CZ ....46
Northwest Sleeve, Inc. ....44
Oakland Sports Center ....35
Off Road Specialties ....53
On Trac/ Events ARCO AC ....32
On Two Wheels ....45
Over the Hill Gang ....36
PACE Motorsports ....21
Penguin Roadracing School ....43
Penske Racing Shocks ....47
Performance Machine ....47
Pettersson Pro Suspension ....45,53
Pierce Racing ....47
Pit Bull Stands ....50
Pit Pro ....46
PJ1:PJH Brands ....52
Polishing Express ....41
Pomona Valley Kawasaki ....42
Poway Honda/Kawasaki ....42
Powroll, Inc. ....47
Pro Action Technology ....49
Pro Art Works ....45
Pro Circuit Racing ....45
Pro Plates ....43
Pro-Vue ....53
PVL Electronics ....45
R C Components ....52
R K A ....52
R K Racing Chain ....44
Race Code ....45
Race Tech ....41
Race Tire Service ....45
Racing Engine Components ....43
Rader Bag,Inc. ....50
Rancho M/C Dismantling ....51
Rick Petersen Motor Sports ....43
Ridersville Cycle ....41
Rising Sun Imports ....47
RM Express ....47
Rocket Rex Racing ....50
Ron Wood Racing ....40
Safari Cycle Spares ....43
Seals Communications ....13
Shinko Tire ....44
Shock Therapy ....53
Shoei Helmets ....21,45
Shoup Enterprise ....43
Slater Bros. ....50
Sloan/SHY Racing ....47
Sole Performance ....47
Sonic Sport Wear ....40
Spectro Oils of America ....52
Sprocket Specialists ....43
Starwest Supercross Park ....35
StickerPoint USA, Inc. ....49
Stocker's Starters ....46
Stockton Motorsprots ....49
Storz Performance, Inc. ....46
Streits Honda Kawasaki Yamaha ....52
Sudco International ....51
Sunstar Engineering ....41
Super Flow Corporation ....47
Superbike Mike Engineering ....47
Supercross Souviner Yearbook ....29
Superior Sleeve & Machine ....47
Supertrapp Industries ....49
Syed Leathers ....50
Team Calamari YSR ....49
Teamline Roadracing Fangear ....50
Tech Care Suspension ....45
Tech Products ....43
TechnoMagnesio Wheels ....49
Terrycable Products ....44,46
Thousand Oaks Yamaha/Kawasaki ....52
Thumper Racing ....51
Titanium Advantage ....46
TNT Motorsports ....44
Tony D MX School ....51
Tony Doukas Racing ....50
Too Tech Suspension ....50
Torco Racing Oils ....46
Town & Country Cycles ....43
Travelcade ....53
Trick Racing Fuel ....42
Triumph Motorcycles ....44
Tulare Raceway ....36
Two Brothers Racing ....40
U F O ....51
U.S. Maico/Wulfsports ....52
Upstate Cycle ....44
USA Motor Sports ....35
Vance & Hines Motorcycle Center ....40
Vanson Leathers ....46
Volusia County Speedway ....36
VP Racing Fuels ....50
WERA ....51
W S M C ....30
Web-Cam ....42
West Coast Honda ....49
Western Honda ....45
Western Mfg. Corp. ....46
Wheel Works ....42
White Bros. Cycle Specialties ....52
Wiseco ....44
Works Connection ....47
Works Enduro Rider/WER ....49
Works Performance Products ....49
WorldSports ....47
Yamaha Motor Corp. ....19,49
Yoshimura R&D ....41
Z Racing ....47
Zero Nine Mfg. ....49


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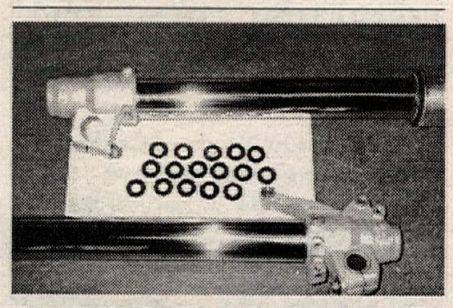

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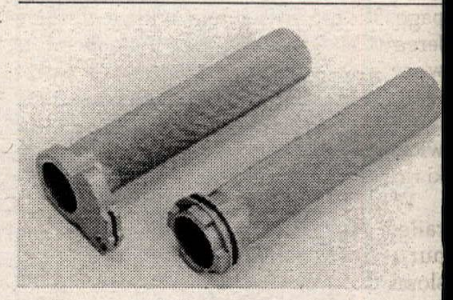

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# A VIEW FROM THE FENCE

**BY ERIC JOHNSON**

With no one around watching it, the mud-splotched, electric-blue Yamaha YZ250 leaned up against one of the ancient concrete pillars of the Los Angeles Coliseum. Meanwhile, a few yards away on the top steps of the peristyle, Doug Henry was spraying champagne on the adoring throng of friends, family and journalists that had gathered below him.

While snapping pictures of Henry's victory celebration, I had wandered back behind the podium to get another photographic angle on the proceedings. While looking at the YZ, and the genuine looks of happiness displayed upon the faces of the excited paparazzi, the magnitude of Henry's victorious accomplishment hit me upside the head-hard.

Doug Henry had made it all the way back from a very dark and bleak day in 1995.

On Sunday, June 8, 1995, at the Budds Creek, Maryland, AMA 250cc National, Doug Henry was on a rampage. Riding in tandem with teammate Jeremy McGrath, the two Honda pilots were attempting to gun down moto leader Mike LaRocco. As the laps wound down, Henry turned up the wick and set out after the Team Kawasaki rider.

With just a few laps to go, Henry railed through a rutted-up, whooped-out corner that led up to a large ski slope, drop-away jump. After hitting the apex and exiting the corner, Henry, whose arms had begun to pump up from muscle fatigue, inadvertently locked the throttle to the stops and launched off the lip of the jump at an incredible rate of speed.

What happened next depends on whom you talk to, but as video tape and magazine photos will attest, Henry jumped out into nothingness, shooting out over the lip and landing at the very bottom of the jump, thus completely collapsing the motorcycle on impact. Henry and the factory Honda hit the ground with such awesome force that the gravitational impact broke his back.

By all accounts, it was a horrific sight, with the one redeeming factor being that Henry was able to give the concerned crowd the thumbs up while riding out of the circuit in the back of an ambulance.

It was from that point that Henry's long journey back began. From the dark hours of sitting in a hospital bed in Maryland-probably believing his career was over-to the grueling task of getting himself back into shape, Doug Henry and his brave wife were now back to square one.

While the injury Henry suffered was terrible enough, the fact that his career was now in doubt was double jeopardy. Immediately prior to the incident at Budds Creek, Henry was fast becoming one of the world's premier motocross racers.

Race after race, and on any given Saturday evening or Sunday afternoon, Henry was among the front-runners, capable of a pulling down a moto win or overall victory. Now, with the injury, Henry was in no man's land. In fact, the rumors soon began that the Connecticut native's racing career was over.

No one will argue that Doug Henry has earned every single thing he has gotten from the sport of motocross. As a New England-based privateer, Henry came to prominence upon signing with the Downers Grove Yamaha support team. With its support and backing, Henry was able to hit the National circuit and ride against the best riders in the world.

In the sink-or-swim world of big-time professional motocross, Henry kept his head above water, managing to generate some very strong results and capturing the attention of Team Honda. Once he joined forces with the Big Red Machine, Doug hit full stride, thus delivering Honda a 125cc Supercross title and two AMA 125cc National Championships.

For the 1995 campaign, Henry was promoted to Honda's 250cc program, where he continued to develop into a winner. Getting up to speed quickly was no problem for the former NESC standout as he ran off with the win at the rain-soaked Dallas Supercross, and took the verdict of the field with a hard-fought victory at the Mount Morris, Pennsylvania, outdoor National.

In fact, after winning in the Appalachian foothills of southeastern Pennsylvania, Henry had put himself into position to make a serious run at the AMA 250cc National Championship. But it wasn't to be, as it all went out the window in Maryland.

After some serious soul searching, and no doubt bolstered by the amazing support and courage displayed by his wife, Henry announced that he was going to return to the sport upon getting it all back together. Meanwhile, the American factory teams were beginning to sort out their respective racing programs for the 1996 season.

Henry, who threw his hat into the contract negotiation ring, soon realized that he was not going to be able to come to terms with Team Honda. So instead, he signed on with Team Yamaha, which had shown confidence in Henry's ability to return to the sport in full form.

Healed, confident and eager to re-enter the fray, Henry returned to the sport midway through the '96 season and, while he experienced some challenges with fatigue and conditioning, the brilliant flashes of his unique, aggressive, take-no-prisoners form were very much in evidence. In fact, Henry scored a hugely popular moto win at the August '96, Washougal National in Washington State.

Truth be told, heading into the 1997 AMA Supercross season, not many prognosticators chose Doug Henry to win the series championship. In fact, one might be hard-pressed to find a supporter that would predict Henry to win a single event in '97. It seems that everyone had it all wrong.

At the season opener at the Coliseum, Henry won his heat race and reeled off a very impressive second-place finish to Greg Albertyn in the main. While many pundits and railbirds called the race a bit of a fluke due to Albee's shocking win and Henry's serious charge at the front, many insiders whispered quietly that Henry was for real.

While the hoopla surrounding Jeremy McGrath and his new Suzuki team reached fever-pitch levels at round two of the series, Henry quietly went about his business. When the gate dropped on the main event, he found himself in second place behind a fast-starting Larry Ward. A few laps later, Henry outgunned the Honda of Troy rider through a whoop section, dived inside him and rode off with the lead.

And so it began - Doug Henry's ride of glory. Clicking off one strong, consistent lap after another, Henry brought the win home-and with it, one of the most popular victories in the 20 years of running AMA Supercross. As he crossed the finish line, his fist punched in the air, Team Yamaha members jumped up and down with joy. In fact, more than a few people present had damp eyes. For Yamaha-and Henry in particular-the win was a success beyond any type of measure.

When one takes a step back and looks at what Henry has accomplished, the task is truly stunning. As far as contemporary motocross history is concerned, no rider has been able to leave the sport for any extended period of time and come back again to win. Damon Bradshaw, with all of his talent and support, has not been able to pull it off. Mike Kiedrowski is still a ways away from making it happen. And after coming out of retirement, the great Johnny O'Mara was never able to take the top step of the victory podium.

What Henry accomplished at the Coliseum that Saturday evening-and has since been able to back up with a win at the Seattle Kingdome this recent Saturday-will undoubtedly go down as one of the most impressive personal feats in the history of the sport. The courage, tenacity, hard work and will to win he has displayed should serve as inspiration to anyone who has had to overcome adversity, disappointment and despair.

When the going got tough, Doug Henry got going. Viva Doug! CN

# LOOKING BACK...

## 30 YEARS AGO... FEBRUARY 16, 1967

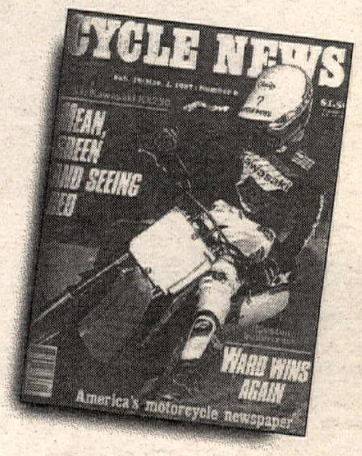
On the cover of *CN*, **Steve McLaughlin** slides on the ground as **Walt Fulton** (66r) and **Dave Damron** take evasive action at an AMA Sportsmen Road Race at Carlsbad Raceway in California. McLaughlin got fifth in the 250cc class, Fulton won the 50cc class, and Damron won the 126-250cc and Production 250 classes during the weekend...**Don Harris** won the Top Fuel class at the Irwindale Drags in California on a Triumph with an 11.37-Second ET at 123.96 mph. **Bob Braverman** won the Top Gas division on a Yamaha with a 12.46 at 104.23 mph, **Vince Rowles** won the Top Street class on a Suzuki with a 13.77 ET at 94.53 mph, and **Nira Johnson** won the B Gas division on a Triumph with an impressive 11.66 ET at 117.34 mph...**Frank Morgan** took his Hodaka to the win in the Trailbike (under 100cc) class at the Deadman's Point Hare Scrambles in California. **Ed Scheidler** won the Small Bike (101 to 250cc) class on a CZ and Malcolm Smith won the Big Bike (251cc and up) class on a 250cc Husky.

## 20 YEARS AGO... FEBRUARY 16, 1977

*CN* ran an in-depth interview with the new kid on the motocross block, Yamaha's **Bob Hannah**, and his tuner **Bob Buchka**. Hannah broke into the scene by winning the 500cc Florida Winter AMA Series Championship and by dethroning two-time 125cc National Champion **Marty Smith** to take the title in 1976. He also had moto and overall wins in the 250cc and 500cc Nationals...The duo of **Tom and Cordis Brooks** finished one-two at a DRA Hare Scrambles in Red Mountain, California. Tom was on a KTM400 and Cordis was on a Bultaco 250. **Mark Zoller** piloted his Yamaha 250 to third place overall...*CN* continued its motorcycle safety articles by examining tires, braking techniques and the helmets of the era...Yamaha had a great opening round of the Florida Winter AMA MX Series as riders **Broc Glover**, **Bob Hannah** and **Rick Burgett** won the 125cc, 250cc and 500cc Pro classes, respectively, on production bikes.

## 10 YEARS AGO... FEBRUARY 18, 1987

*CN* Associate Editor **Kit Palmer** put the 1987 KX250 through its paces on the cover and in a full test inside... Team Kawasaki's **Jeff Ward** ran away with the 250cc class win at round two of the AMA Supercross Series in Houston, Texas. Yamaha's **Keith Bowen** finished second and Suzuki's **Johnny O'Mara** got third. Suzuki's **Keith Turpin** won the 125cc class, followed by teammate **Willie Suratt** and **Eddie Hicks** on a Kawasaki...**Garth Brow** took his Honda to the checkers first at the final round of the AMA Invitational Pro Ice Race Series in Troy, Ohio. **Ed Morris** got second and **Dan Ingram** got third, while **David Hebb's** fourth-place finish gave him the series championship...Team Husqvarna's duo of **Dan Smith** and **Larry Roeseler** kept up a fast pace for more than five and a half hours to win the 14th annual Parker 400 in Arizona. Kawasaki's **Ted Hunnicut** and **Derrick Paiment** finished second and the Honda team of **Dan Ashcraft** and **Randy Morales** finished third overall. CN



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